

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 501.—Vol. XV.]

LONDON: SATURDAY, MARCH 29, 1845.

[PRICE 6D.]

MINING MATERIALS FOR SALE, IN CARNARVONSHIRE.—TO BE SOLD, BY AUCTION, without the least reserve, on Tuesday, the 6th day of April, 1845, at the hour of Eleven o'clock, at the Buckleley Mines, on Haydolph lands, near Beddgelert, the whole of the MINING MATERIALS belonging to the BUCKLELEY MINE COMPANY, consisting of a 22-foot WATER WHEEL, 3-foot breast; CRUSHING MILL, nearly new, with 34-inch rolls; stamps, with slight heads; about ten tons of T. patent rolled iron rails, sheet iron waggons, smith's bellows, and miners' tools, iron, timber, &c.

STAFFORDSHIRE.
COAL AND IRONSTONE MINES.—TO BE SOLD, BY AUCTION, in the month of MAY next, by Mr. CORBETT, auctioneer, Bilston, the valuable FREEHOLD ESTATE and COLLIERIES, situated at Darlaston-green, adjoining the Birmingham Canal and the Grand Junction Railway, containing about sixty acres; and also the MINES and MINERALS under the same; together with the ENGINES, FITS, the very complete ORIENT-WORKS, FREESTONE QUARRY and MACHINERY thereon.

N.B.—The Birmingham Coal Company are now sinking a shaft to prove the Ironstone Mines, especially the Blue Flats, in the upper part of the estate—the lower part having already been sufficiently proved by the practical working of the same.

For further information apply to Mr. Rawlins, solicitor; Messrs. Tyndall and Son, solicitors; Mr. Lawrence, at the Birmingham Coal Company's Office, all of Birmingham; Messrs. Cope and Son, mine agents, West Bromwich; or to the auctioneer, Bilston.

Periodical Sale of Reversions, Life Interests, Annuities, Life Policies, Advowsons, Next Presentations, and all descriptions of Securities dependent upon human life, Shares in Railways, Mines, and all other public undertakings.

MESSRS. FULLER AND MARSH respectfully inform the public that by their system of periodical sales by auction, they are enabled to offer to persons expectant or otherwise interested in the above description of property, the most prompt, economical, and satisfactory mode of disposing thereof, as by classifying these descriptions of interests and properties in the same particular and for the same day much expense is avoided, and a far greater competition is secured. Their periodical sales of reversions, life interests, annuities, life policies, advowsons, next presentations, and all descriptions of securities dependent upon human life, shares in railways, mines, and all other undertakings, will be continued throughout the present year as follows:—viz.,

Thursday, April 10	Thursday, July 3	Thursday, October 2
Thursday, May 1	Thursday, August 7	Thursday, November 6
Thursday, June 5	Thursday, September 4	Thursday, December 4

Notice of sales intended to be effected by the above means should be forwarded to Messrs. Fuller and Marsh a fortnight prior to each date, in order that they may have the full benefit of publicity. Messrs. Fuller and Marsh beg to call the attention of the public to the economy and expedition of this system of business, as they are thereby enabled to include each property for the sum of two guineas and a half, including all expenses, should a sale not be effected. Particulars of the next periodical sale may be obtained ten days previous to the sale, at the offices of Messrs. Fuller and Marsh, 2, Charlotte-row, Mansion-house, London.

POSTPONEMENT OF SALE.
MESSRS. FULLER AND MARSH respectfully announce, that they have received instructions from the Committee of the Cardigan United Mines to POSTPONE the SALE of the valuable MINING PROPERTY, situated near to Aberystwyth, Cardiganshire, until early in June.

2, Charlotte-row, Mansion-house, March 28, 1845.

TO MINE AND SLATE QUARRY ADVENTURERS.—TO BE DISPOSED OF, BY PRIVATE TREATY, THREE-FOURTHS OF THE MINING INTEREST IN THE BENALLT MINERAL DISTRICT, CARNARVONSHIRE, adjoining the celebrated copper mines of Drws-y-Coed and Simddu-Dyllan. The lease extends over 640 acres of land, for the usual term of years, with 1-12th royalty. One of the many mineral lodes has been cut by an adit level, 110 yards long, at a considerable outlay; the course is three feet broad, intermixed with copper, mudioc, black jack, and lead ore; another adit, cut on a different perpendicular depth of 200 feet, to cut the same course. Such favourable terms and opportunity has rarely occurred. In order to make an efficient trial, and to give a person of moderate capital the ruling part, offer the above shares at the nominal value of the outlay. The mines are situated seven miles from the shipping port of Carnarvon, and one mile from the railway leading thereto. Also a Blue Slate Quarry, situated 4½ miles from the above port, and on a range (at about two miles more westerly) of the immense slate vein of T. A. Smith, Esq.

Terms of the lease three lives and fifty-one consecutive years; the royalty only 15th of the net profits. Such favourable terms and opportunity has rarely occurred. For particulars apply to Messrs. Jones and Hughes, Bangor Slate Wharf, Pimlico, London; Messrs. Jones and Pritchard, Carnarvon, North Wales; or to Henry English, Esq., 5, Shorter's-court, Throgmorton-street, London.

FOR SALE, BY PRIVATE CONTRACT, at HUBBERDALE
MINE, near Bakewell, Derbyshire, an excellent (nearly new) 40-inch cylinder PUMPING ENGINE, upon the Cornish principle, stroke 10-ft. in the cylinder and 9-ft. in the shaft, with a tubular boiler, of nine tons weight; winch, main caps, and first piece of rod; one balance beam, with box, &c., complete; capstans, shears, ninety fathoms of 19-inch capstan rope, one 15-inch working barrel, with 13-inch pumps, &c., to form a lift of about twenty-five fathoms; one 9-inch plunger pole, with case, H-piece, pump, &c., to form a lift of about thirty-two fathoms; fifty-five fathoms of iron bucket rods, one pair of hammered iron caps, ten pairs of hammered iron-rod plates, forty fathoms of Manila rope, rod, and flange bolts, &c.—For particulars and price, apply to Mr. Samuel Bennetts, Alport Mines, Bakewell.

TO BE SOLD, ONE OF CRAIG'S PATENT ROTARY
STEAM-ENGINES, of 12-horse power. It is perfectly new (never having been erected), with boiler, gear, tackle, and every requisite for lifting and pumping, and purchased for a colliery, and will be delivered either at Llanelli or Swansea. It may be viewed on application to Jacob Davies, of Cross Hands Inn, near Pontardulais.—A similar engine, but of 15-horse power, may be seen in daily work in London, on application to J. Mallock, Esq., 8, Southampton-street, Bloomsbury-square, London.

STEAM-ENGINE.—WANTED TO PURCHASE, a STEAM ENGINE, from 30 to 40-horse cylinder, with or without a boiler.—Captain James Carpenter is authorised to TREAT with any party for the PURCHASE of the ABOVE, for the use of Wheel Anderson.—All communications should be addressed to Captain James Carpenter, Wheel Anderson, Twickenham.

Dated Anderson Cottage, March 15, 1845.

STEAM-ENGINES, from 8 to 16-horse power, ALWAYS IN STOCK.—Apply to Mr. Capper, engineer and ironfounder, Birmingham.

N.B.—CASTINGS AND FIT WORK MADE TO ORDER.

THE PATENT SAFETY FUSE,
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDIENT method of effecting this very hazardous operation. From many testimonies to its usefulness, which the manufacturers have been favoured from every part of the kingdom, they believe the following letter, recently received from John Taylor, Esq., F.R.S., &c., &c., is very glad to hear that any recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this.

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, of Exeter, Cornwall.

PATENT GALVANISED IRON COMPANY.—CAUTION.

This PATENT was decided by the Jury, in the case of Patteson v. Holland, tried in the Court of Common Pleas, at Westminster, on the 12th, 13th, and 14th of February last, to be INVALID.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

MOREWOOD AND ROGER'S PATENT METAL.—This article was at first sold under the name of Galvanised Tin Plates, but the patentees finding that the public, in some instances, overlooking the word Tin, confounded the article with Galvanised Iron, and that the character of their metal has thereby sustained injury, are desirous of giving it a name so distinctive as to prevent such mistakes, and consequent disappointment to purchasers, in future. They, therefore, respectfully request purchasers to inquire for Morewood and Roger's Patent Metal. In order to enable the public readily and at first sight to distinguish between the two metals, it may be well to inform them, that Galvanised Iron has a plain zinc-like appearance, while M. and R.'s Patent Metal has a smooth crystalline surface.

MOREWOOD AND ROGER'S PATENT METAL.
Patronised by the Admiralty and the Honourable Board of Ordnance, being extensively used in her Majesty's Dockyards, at the Tower, the extensive new fire proof warehouses of the Liverpool Docks, and elsewhere, for every variety of roofing, and other purposes, where a strong, light, cheap, and durable material is required.

It has been found by experience, that this article is beyond all comparison superior to zinc, possessing, as it does, all the advantages arising from the strength and firmness of iron, combined with perfect immunity from rust; whilst it is free from the very serious objection which applies to zinc—viz., its contraction and expansion, consequent upon every change of temperature, and from which circumstance leakage must of course result.

This material is not likely to be destroyed by fire, as is the case with zinc, and, when melted and run down, thus freely admitting fresh air to the fire, and causing it to burn more fiercely. It is, therefore, obviously well adapted for all the purposes above-mentioned, and most importantly so, when there is the possibility of fire. It is also peculiarly suitable for chimneys, tops, gutters, spouting, and out-door work generally, possessing the strength of iron, without its liability to corrosion. It is by far the most economical metal roofing that can be obtained, in consequence of its strength, as it may be laid without boards, and upon the lightest rafters.

This mode of preserving metal from rust does not only apply to sheet-iron, but also to manufactured iron in every form, as bolts, nuts, hinges, nails, &c., &c.

For full particulars apply to S. Holland, 34, Gracechurch-street.

MR. W. FORDYCE, SHAREBROKER, 15, GREY-STREET, NEWCASTLE-ON-TYNE.

RYE AND THOMAS, MINE AGENTS AND DEALERS
IN STOCKS, RAILWAY AND OTHER SHARES,
80, OLD BROAD-STREET, LONDON.

THE ELECTRIC TELEGRAPH.—COOKE AND WHEATSTONE PATENT.

The ELECTRIC TELEGRAPH has been adopted on the following LINES:—
By ORDER OF THE LORDS OF THE ADMIRALTY, on the South-Western Railway, as a GOVERNMENT TELEGRAPH from the ADMIRALTY, Whitehall, to PORTSMOUTH, above NINETEEN MILES.

On the same line, as a Commercial Telegraph from Nine Elms to the Port of Southampton, 77 miles—with a branch to Gosport, 15 miles.

On the London and Blackwall Railway.
Great Western Railway, from London to Slough, 18 miles—the Windsor Telegraph.

Yarmouth and Norwich Railway, a "Single Way," 20 miles.
London and Dover Railway, from Tunbridge to Maidstone, a "Single Way," 15 miles.

Part of the Oldham Branch Railway.
Part of the Leeds and Manchester Railway.

Part of the Edinburgh and Glasgow Railway.
The Dalkey (atmospheric) Branch of the Dublin and Kingstown Railway.

London and Birmingham Railway—viz., from Northampton to Peterborough—a "Single Line," 47 miles.

In addition to the above, the Telegraph is about to be laid down on several "single lines" in different parts of England, Scotland, and Ireland.

Mr. Cooke is prepared to grant licences for the use or erection of the Telegraph for entire districts of country, where the boundary can be accurately defined.

Mr. Cooke will also undertake to erect a Telegraph in any part of the United Kingdom for a fixed amount.

For further particulars apply to W. Fothergill Cooke, Esq., Kidbrooke, Blackheath; or to Robert Wilson, Esq., solicitor, 1, Copthall-buildings, London.

RAILWAY WHEELS.—Two years' very extensive experience has demonstrated that T. BANKS'S PATENT MODE OF RENEWING THE WORKING SURFACE OF WHEEL THIRDS, with STEEL, effects a SAVING OF FIFTY PER CENT. of the expense of railway wheel third above any other plan hitherto used.

For TERMS OF LICENSE for England, Scotland, and Ireland, apply to T. BANKS, ENGINEER, GERMAN-STREET, MANCHESTER.

The following firms have taken Licenses to Steel Wheels in their respective localities:—
Messrs. Robert Stephenson, and Co., engineers, Newcastle-on-Tyne.
Messrs. Swayne and Bosvill, engineers, Millwall, Poplar, London.
Messrs. Kitson, Thompson, and Co., engineers, Leeds.

TO RAILWAY COMPANIES, ENGINEERS, AND MACHINISTS.—FENTON'S ANTI-FRICTION METAL—a CHEAP SUBSTITUTE FOR BRASS IN THE STEPS AND BEARINGS OF STEAM-ENGINES AND MACHINERY—possesses the following ADVANTAGES compared with that metal:—Increased durability, diminished friction, and consequent saving in consumption of oil, cheapness in first cost, not only in price, but also by a less specific gravity. It has been in use for some time on many of the principal lines of railway in the country.

Ingots, at 68s. per cwt., may be obtained from the patentees, FENTON and BOTT, 5, LOWER MOSLEY-STREET, Manchester.

ROYAL NORTH OF SPAIN RAILWAY.—The directors hereby give Notice, that, having completed the final allotment of the shares of this company without any reserve, the respective parties will receive their letters of allotment forthwith.—The directors, at the same time, desire to express their regret that, owing to the unprecedented number of applications, they have been quite unable to allot shares to many parties of the highest respectability who have applied for them.

15, New Broad-street, March 28, 1845. THOMAS S. CUTBILL, Secretary.

NANTES, ANGERS, AND TOURS RAILWAY.
Capital 60,000,000 fr., or £2,400,000, in 120,000 shares of 500 fr., or £20, each.
Deposit £2 per share.

Prospectuses will be duly issued; in the meantime applications for shares may be made to the provisional committee, at the office of their solicitor, George Gole, Esq., 4, Great Winchester-street, London.

PARIS AND LYONS RAILWAY (CALON'S COMPANY).—Should any unforeseen circumstances prevent the concession of this line of railway this year, the amount of deposit paid on the shares will be returned to the subscribers.

By order of the board, GEORGE BYAM, Secretary.
19, King's Arms-yard, March 17, 1845.

PARIS AND LYONS RAILWAY (CALON'S COMPANY).—NO APPLICATION FOR SHARES in this company can be received after Saturday, the 5th of April next.

By order of the board, GEORGE BYAM, Secretary.
19, King's Arms-yard, March 29, 1845.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY COMPANY.—At a General Half-yearly Meeting of the above company, held at the company's offices, London-road, in Manchester, on Wednesday, the 26th day of March, 1845, at Twelve o'clock at noon,

JOHN PARKER, Esq., M.P., in the chair.

The advertisement convening the meeting having been read by the secretary, and the corporate seal of the company affixed by the chairman to the registry of shareholders, the following resolutions were passed:—

Resolved unanimously:—
That the reports of the directors and engineer now read, and the statement of accounts now produced, be received and adopted, and printed for distribution amongst the proprietors.

That Samuel Hadfield, Esq., of Sheffield, and William Sidebottom, Esq., of Hollingworth, be appointed auditors for the ensuing year.

That John Chapman, Esq., be re-elected a director of this company.
That Michael Ellison, Esq., be re-elected a director of this company.

That Charles Appleby, Esq., be re-elected a director of this company.

(Signed) J. PARKER, Chairman.
The chairman having left the chair, it was resolved unanimously:—
That the cordial thanks of this meeting be tendered to John Parker, Esq., M.P., for his able and impartial conduct in the chair, and for his uniform zeal for the general welfare of this undertaking.

PILBROW'S ATMOSPHERIC RAILWAY AND CANAL PROPULSION COMPANY.—(Provisionally Registered.)
Capital £120,000, in 12,000 shares, of £10 each.—Deposit £5 per share.

The Most Noble the Marquis of DOURO.
The Right Honourable the Earl of BESSBOROUGH.

DIRECTORS.
The Right Honourable the Earl of ESSEX, Chairman.
Lieutenant-Colonel Gillies.

Captain Britten.
Anthony White, Esq.,
RESIDENT DIRECTOR.—Dr. John Grigg Hewlett.

AUDITOR.—Thomas Edwards, Esq.
CONSULTING ENGINEER.—James Pilbrow, Esq., C.E.
ACTING ENGINEER.—Frederick Braithwaite, Esq., C.E.

STANDING COUNSEL.—Thomas Webster, Esq.
SOLICITORS.—Messrs. White and Borrett.

SECRETARY.—Charles Collins, Esq.
BANKERS.—Messrs. Cocks, Biddulph, and Co., 43, Charing Cross.

OFFICES, 6, KING WILLIAM-STREET, LONDON.

The prominent advantages of this system of atmospheric traction are, that the continuous valve is dispensed with—roads are crossed upon a level without interruption of main—one atmospheric railway can be intersected by another, thus saving bridges, approaches, and leakage; and a stationary engine every ten miles is sufficient.

The system combines extreme simplicity with extreme efficiency, and that obtained with a small comparative expense in working and construction.

It is estimated that a saving altogether upon the other plans of atmospheric railways (having the continuous valve), would be nearly £3,000 per mile: two mains or flexes, on this plan, be laid for little more than the cost of one, upon the other plans.

Increased safety is insured, also obstruction and destruction by weather and other sources are placed beyond probability by the mains being buried, &c.

The objects of the company are to purchase the patentee's right for the United Kingdom, to grant licences to railway and canal companies to use the invention, or lay down the works under contracts with the different companies; and, in the first place, to procure an experimental line in the neighbourhood of the metropolis, if found desirable.

The source of income is unlimited, and the expenses, with the exception of the purchase of the patents, and laying down the experimental line, must necessarily be merely nominal.

MANAGER WANTED FOR A MALLEABLE IRON-WORK.—THE WEST OF SCOTLAND MALLEABLE IRON COMPANY will RECEIVE APPLICATIONS for the office of MANAGER till the 10th of April. He must not only be thoroughly qualified to superintend the iron making, but also the planning and construction of machinery and erections necessary for a Malleable Iron-Work.

Applications, accompanied by testimonials and references, to be lodged with Messrs. Paterson, and Forbes, writers, 45, West George-street, Glasgow.—March 5, 1845.

TO BE SOLD, OR LET ON LEASE, A MILL AND FORGE,
complete, capable of turning out 100 tons of iron per week; it is situated on the quay side, at WORKINGTON. Coal is plentiful and cheap, being got in the immediate neighbourhood, and the charge for transit to several good markets is moderate.

Apply to Mr. Ralph Clay, Workington, Cumberland.

MELIN-LLYN-Y-PAIR LEAD MINE, NORTH WALES.
—This celebrated old LEAD MINE, situate about four miles from the port of Aberdovey, Merionethshire, is now partly opened and cleared, and is proved to contain a strong vein of rich lead ore; but, in consequence of the quantity of water raising in it, it has been found impracticable to work it without the aid of the usual machinery, the expense of erecting which will be more than the capital the present proprietor has at his immediate command. The proprietor wishes to meet with a PARTY willing to ADVANCE a SUM OF MONEY for the said purposes, for which he is ready to GIVE ONE HALF OF THE WORKS. Several tons of lead may be seen on the premises in its various stages of clearing, and parties wishing to see the bottom of the works, may (at their own expense), on giving nine days' notice, have the water raised, the cost of which will not exceed £10.

For further particulars apply to Mr. David Davies, Abercromby, near Machynlleth. Sample of the ore may be seen at Messrs. D. Morse and Co., 133, Fenchurch-st., London.

LEAD AND COPPER MINES, MONTGOMERYSHIRE, NORTH WALES.—TO BE SOLD, SHARES in a LEAD MINE, &c., situate at GALLT-Y-MAIN, within half a mile of the village of Meifod, Montgomeryshire; there is a quantity of ore already raised, and the prospect is good. ALSO SHARES in a COPPER MINE, situate at NEUADD COMMON, in the parish of Langanyw, and within six miles of the above lead work.—For further information apply to Mr. Hugh Evans, miner, of Rev. John Hughes, Port Robert, near Meifod, Montgomeryshire.

TO CAPITALISTS AND MANUFACTURERS.—WHITE LEAD.—TO BE SOLD, BY PRIVATE CONTRACT, the whole of the FREEHOLD PREMISES and substantial BUILDINGS, occupying 1½ acres of ground, and situated upon the edge of the Old Birmingham Canal, adapted to the manufacture of White Lead on a large scale, consisting of spacious and lofty carbonating, washing, and drying rooms; also paint mills, store rooms, litharge furnaces, laboratory, offices, and dwelling-house attached; smithy, stables, and extensive yard; with STEAM-POWER of 35-horse power—the whole of excellent construction and in complete repair.

These premises would be applicable to any manufactory requiring large and lofty rooms. British White Lead Company, Birmingham, March 18, 1845.

OFFICE OF THE GOVERNOR AND COMPANY OF COPPER MINERS IN ENGLAND. Old Broad-street, London, March 19, 1845.

The court of assistants of the Governor and Company of Copper Miners in England hereby give Notice, that the ANNUAL GENERAL COURT, for the Election of Governor, Deputy-Governor, and Assistants, for the ensuing year, will, pursuant to the charter, be HELD at the office of the company, 57½, Old Broad-street, on Tuesday, the 6th of April next, at Twelve o'clock precisely. They further give Notice, that such General Court will likewise be on special affairs.

By order of the court of assistants, W. INGLIS, Secretary.

THE DIRECTORS of the ASTURIAN MINING COMPANY congratulate their shareholders on the now certain prospect of the FORMATION of the ROYAL NORTH OF SPAIN RAILWAY. This line, as the shareholders are probably aware, passes through the principal mining concessions of this company, and will at once secure a cheap and ready access to the export of Aviles for its coal and other mineral produce. The establishment of this railway will supersede the necessity of the train railway contemplated in the original prospectus of the Asturian Mining Company, the expense of which was estimated on survey at £30,000.

The directors have further to announce, that the whole of the shares of the company have been appropriated, and they have every reason to hope that the funds at their disposal will be amply sufficient to meet the current demands as well as the expenses of the iron-works now in progress of erection, without any additional call during the present year, by which time the iron-works will be in full and profitable operation.

The reports lately received on the quicksilver and other mines are most gratifying, and may be seen at the office.

BLAENAVON IRON AND COAL COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders of this company will be HELD at their offices, Pancras-lane, London, on Friday, the 25th day of April next, at Two o'clock precisely, when, in addition to the report of the accounts and transactions of the past year, it will be proposed to the meeting to determine on the best means of increasing the capital for the completion and bringing into immediate operation the new works of the company, and for other purposes.

By order of the board, JAMES BOOTH, Secretary.
Offices, 4, Pancras-lane, March 20, 1845.

BRAZILIAN COMPANY.—The directors having, under date the 27th ultimo, made a Call of One Pound per share on the Cata Branca shares, hereby give notice, that all shares on which the call may not be paid, on or before Thursday, the 10th of April, will be absolutely FORFEITED, agreeably to the conditions endorsed on the certificates.

Brazilian Company's office, 6, Broad-street-buildings, London, March 27.

CONSOLIDATED TRETOIL MINING COMPANY.
Mining Offices, 8, George-yard, Lombard-street, March 28.

The directors hereby give Notice, that the BUSINESS of this company will in future be conducted at THESE OFFICES, instead of at No. 6, St. Mildred's-court, Poultry; and they further give Notice, that all SUMS now DUE for CALLS and ARREARS must be PAID on or before the 12th April next, to Messrs. Williams, Deacon, and Co., bankers, Birch-lane.

PATENT FOR SALE.—This PATENT is for an IMPROVED METHOD in the GENERATING of STEAM and the EVAPORATING of FLUIDS. Its most valuable properties are its rapid and almost instantaneous action—most astonishing saving in fuel—the total prevention of the boiler bursting, and a very material reduction in the weight of metal and space it occupies. It has the approval of the most eminent engineers.—For particulars apply to Mark Barnard, Esq., solicitor, Southampton-street, Covent-garden.

NOTICE TO INVENTORS.—OFFICE FOR PATENTS OF INVENTIONS AND REGISTRATIONS OF DESIGNS, 14, LINCOLN'S INN-FIELDS.—The printed INSTRUCTIONS gratis, and every information upon the subject of PROTECTION for INVENTIONS, either by Letters Patent or the Designs Act, may be had by applying personally, or by letter, pre-paid, to Mr. Alexander Prince, the office, 14, Lincoln's Inn-Fields.

ANDREW SMITH'S PATENT WIRE ROPE.
FOR MINING, RAILWAY, AND SHIPPING PURPOSES.—The Royal yacht VICTORIA AND ALBERT, PENLOPE, VIRAGO, HERMES, and several other ships of the Royal Navy, as well as the Merchants' Service, have been FITTED WITH ANDREW SMITH'S PATENT WIRE ROPE. It is about half the size and weight of hempen rope and one-third cheaper.—For particulars apply to A. Smith, 69, Princess-street, Leicester-square; White Lion-court, Cornhill; or at the works, Millwall, Poplar, London.

PIT ROPES.—PRICE AND SMITH, No. 1, DUKE'S PLACE (opposite Duke's Dock), LIVERPOOL, MANUFACTURERS OF IMPROVED CORDAGE.—FLAT and ROUND PIT ROPES made to order on the shortest notice, tarred or white.

SIR W. BURNETT'S PATENT—THE CHEAPEST AND BEST PROCESS for the PRESERVATION of TIMBER, CANVAS, CORDAGE, COTTON, WOOLLEN, &c.—LICENSES GRANTED to NOBLEMEN and GENTLEMEN to use the preparation; and to others, for the purposes of trade, on advantageous terms.

HYDRAULIC APPARATUS AND TANKS.
for the expeditious preparation of the above materials, at the principal station, MILL WALL, POPLAR, nearly opposite Greenwich.

Numerous SPECIMENS and TESTIMONIALS may be seen, and every information obtained, at the office, 53, King William street, London-bridge.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials moved to great excellence.—Samples forwarded on application at the Manufactory, Green-street, Wellington-street, Blackfriars-road, London.

PATENT IMPROVEMENTS IN CHRONOMETERS.
WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 23, Cockspur-street, watch and clock maker, BY APPOINTMENT to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometer watches, and clocks, is secured by three separate patents, respectively granted in 1834, 1840, 1842. Silver lever watches, jewelled in four holes; 6s. each. The gold cases from £8 to £10 each. Gold horizontal watches, with gold dials, from 9s. to 13s. each.

DENT'S PATENT DYEDIOSCOPE, or meridian instrument, is now in the press. Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

RAILWAY GAZETTE.

THE RIVAL YORK PROJECTS.

The Report of the Board of Trade on the schemes for extending railway communication between London and York and the intermediate districts to the east of the existing lines of railway, is one of the most elaborate and complete documents which have perhaps ever issued from a Government Department, and, at the same time, its arguments are so unanswerable, and its inferences so sound, as must ensure the approval of all but the interested disappointed parties. The report commences with a succinct review of the propositions and objects of the various schemes, and subdivides them into three distinct proposals. First, integral schemes for effecting a new and independent communication from London to York. Secondly, schemes for effecting a new communication between London and York, in connection with existing railways; and thirdly, schemes more or less connected with the projects for the preceding, for supplying east and west communication, and local accommodation to the intermediate districts. These are again more comprehensively classified under two heads. The first to extend the benefit of railway communication to the large portion of England which lies intermediate between the London and Birmingham and Northern and Eastern Railways, and to the east of the Midland and York and North Midland Railways; and the second, to form a new trunk line from London to York and the north by the east of England more direct than the present circuitous route by Rugby and Derby. To the former of these projects the Board first turns attention, and certainly grasps the important subject with unquestionable ability and boldness. It sets out by stating that the existing through traffic from York to London by Hull at present amounts to no more than 97,000, and at once declares that such traffic would not be sufficient to justify an expenditure of several millions for the sake of saving a few miles in its transit; at the same time it considers that a good second trunk line, which would at once provide for the local and lateral communications of the Eastern Counties would be highly beneficial. The former objection meets the London and York, and the latter requisition excludes the Midland and Direct Northern Lines. The question is, therefore, narrowed to the merits of the Cambridge and Lincoln scheme, to which preference is therefore accorded. In refusing to recognise the claims of the London and York, solely on account of the immense outlay of capital, and the consequent risk it runs, while it does embrace the provision which was considered indispensable for the favouring any second trunk line to the north, the Board gives explicit and most satisfactory reasons. As to the merits of their propositions both are equally balanced; while the London and York effects a saving of nine miles and a half, the Cambridge and Lincoln possesses pre-eminent advantages in respect of the gradients. Again, while the former offers advantages in running a new trunk line from London to Peterborough, in placing the towns of Grantham, Newark, East Retford, Lincoln, and Boston, in a continued line of communication, and in running direct branches to Sheffield and Wakefield, the latter cancels all these superior claims in its rival, by placing Cambridge, by far the most important town between London and York, on the main line, and by affording a better local line for South Lincolnshire as it runs through the most populated localities, while its competitor, avoiding these, selects a route parallel with an existing water communication. Such then being the peculiar features of these two schemes, such their mutual advantages and demerits, and such their equality on the whole case collectively, the question resolves itself into one of expense, and out of that the collateral consideration arises, whether, supposing the objects of the one slightly more comprehensive, it should be preferred to the other infinitely less expensive. The London and York scheme comprises altogether a distance of 327½ miles estimated at a cost of 6,500,000; the Board, however, judging by analogy, and more particularly comparing a part of this project with that of the London and Birmingham, regards this computation far below the real expense, and considers that the first 112 miles out of London would absorb much more than half the amount allotted for the whole distance of 327½, and that 10,000,000 would not be an exaggerated estimate of the entire cost. The total length of rail proposed by the Cambridge and Lincoln is 218 miles, and the requisite capital computed at 4,250,000; this calculation is not considered underrated; at least the Board expresses its conviction that there is equal reason for estimating the whole Cambridge project at a sum not exceeding 5,000,000, or 6,000,000, as that the London and York system will be completed for 8,000,000, or 10,000,000. This opinion of the Board of Trade has since been virtually admitted by the London and York Company, for, not attempting to dispute the accuracy of the Government computation, it devotes its endeavours to defending its own; not denying, but explaining, the difference in the estimates; as it admits that the expense of the carrying establishment amounting to 1,000,000 was omitted, because not required, in their estimate. There is one statement, however, in the observations of this rejected body, which is not only incorrect, but positively untrue. It first asserts that the cost of the other schemes selected to supply its place will amount to 6,785,000, and then argues, that as the board has favoured them, it considers that the traffic will be sufficient to remunerate that outlay. But this deduction the company does not give inferentially, but puts it forth as if the board had actually expressed an opinion, *ex cathedra*, that the trade on the line was equal to make a fair return on an expenditure of 6,785,000. But what are the facts of the case? The Board did not jump, as the company has, at a conclusion that the outlay would equal 6,785,000, but distinctly affirms that the estimate of 4,250,000 (which it never once impugns) is less likely to be increased to 5,000,000, or 6,000,000, than that of the London and York to 8,000,000, or 10,000,000, and states that the latter would involve at least 3,000,000, or 4,000,000 more than the Cambridge project. This attempt to distort the plain statements of the Board into opinions at once unfounded and unpronounced, solely for the purpose of creating a false impression, is unworthy a company aiming, at least, at such pretensions. Such being the enormous outlay apparent in the one over the other proposition, it remained to see whether the returns were likely to remunerate the capital and the annual expense of working—this latter item being estimated at from 150,000 to 200,000 more than the Cambridge. The London and York anticipate a gross annual receipt of 1,076,000, or 20,000 per week, or 611 per mile. This the Board considers greatly exaggerated, and, judging of the returns of the Eastern Counties which average 371 per mile, and of the Midland Railway connecting such districts as York, Hull, Leeds, Sheffield, Derby, Nottingham, Leicester, Birmingham, and the metropolis, at 411 per mile, and of the existing traffic from York which does not exceed 61 per mile, it does not anticipate the receipts to exceed at any rate those of the Midland or Eastern Counties. Taking these important circumstances into consideration, the Board not only regards the prospects of sufficient returns remote and even unsupported—but believes the contingency by no means impossible of a subsequent utter insolvency. And in respect of the rates of traffic, the London and York is placed in a similarly unfavourable position; the passenger fare is taken by that body at an average of 2½d. per mile, while the Lincoln and Cambridge Company have limited theirs to 1½d. per mile; and, from the great competition which will arise from the steam-boats, other railway companies, and the third class 1d. a mile trains, this latter is as high as can be safely assumed, and at the same time the benefits resulting to a district traversed by a railroad, depend materially on the means of communication being afforded at low rates. On the whole, therefore, the Board is of opinion that the Cambridge and Lincoln scheme is preferable to the London and York, inasmuch as the latter presents no advantages to compensate for the expense of constructing and working so many miles of additional railway. At the same time, while by the above it will be perceived that consideration has been almost confined to these two projects, in consequence of the Direct Northern and the Midland lines not offering such lateral advantages as the board considers indispensable; should Parliament, however, be of opinion that the construction of the most direct line between London and York ought to be considered as a paramount object, the integral scheme of the Direct Northern would deserve a preference: it reduces the distance to 176½ miles, being 42 miles shorter than by the existing route, and 9½ miles shorter than by the proposed London and York line; and the Board, on such grounds, would be ready to recommend it as superior to all others. This, however, the Direct Northern have given up, in consideration of their having been favourably reported on, for the remainder of the line from Lincoln northward; and to this portion of the project we now arrive. For the completion of this trunk line four alternatives present themselves:—1. To adopt the line of the London and York scheme, by Gainsborough, Doncaster, and Selby. 2. To adopt the line of the Midland Company, from Lincoln to Doncaster and Swinton, and the Doncaster branch of the York and North Midland Railway Company. 3. To adopt the Lincoln, Leeds, and York line. 4. To adopt the

line of the Direct Northern scheme, north of Lincoln. The two former alternatives appear clearly inadmissible, from the consideration that they involve an unnecessary circuit of eight or nine miles out of fifty-seven. The point being once decided that the main trunk line is to go by way of Lincoln, there is clearly no sufficient reason for bending it so far to the west as Doncaster, when a remarkably easy and level direct line can be obtained by way of Gainsborough. The only two schemes which propose to effect a direct and independent line northwards from Lincoln to York, are the Direct Northern, and the Lincoln, Leeds, and York; the former has the advantage in the following respects—it has a subscription deed executed for 4,000,000, of capital, and the requisite deposits lodged in the Bank of England; it keeps on the west of the river Ouse, and thus avoids the necessity of having any swing-bridges, while the Lincoln, Leeds, and York line crosses that navigable river twice; and it is the only line which complies with the recommendation of the commissioners in 1841, that no new line should open traffic upon the York and North Midland Railway: it proposes to form an independent station at York, and to run into the Great North of England line, a short distance from that city, thus affording great advantages to the through traffic from the north. For these reasons the line of the Direct Northern, north of Lincoln, has been considered to afford decidedly the best means of completing the main line of communication to York; and we are glad to be able to state that the parties themselves have taken this view, and that the Direct Northern Company have stated their readiness to enter into arrangements by which, in the event of Parliament considering the Cambridge route should be adopted, the Cambridge and Lincoln, in conjunction with the northern portion of the Direct Northern, would be presented as an integral scheme for carrying this purpose into effect. It then remained to decide on the most advantageous project for connecting the main line and Lincolnshire with the Manchester and Sheffield, the Manchester and Leeds, and the Midland Railways, and through them with the coal fields and manufacturing districts.

And, again, the Board of Trade considered that the objects of the London and York were not sufficient to warrant the outlay they proposed, especially as it would meet with serious competition—the London and York line being one of an extremely expensive character, and estimated to cost 700,000 for 20½ miles. This branch, if made, would be in direct competition with the Sheffield and Rotherham, and the Midland's Swinton line, and to a certain extent with the proposed Wakefield branch of the London and York scheme itself, and it appears evident that it offers no sufficient public advantage to justify the outlay.

If any line in that direction were required, that from Rotherham by Bawtry would be preferable, but under existing circumstances the Swinton line was considered to offer by far the greatest amount of public advantages, and, therefore, was preferred. With respect to the other schemes for lateral communication, the Wakefield, Pontefract, and Goole, was selected for connecting the rich coal-mines of Wakefield, with the Eastern Counties, and the metropolis, and the Great Grimby line for completing the communication to the north. Taken as a whole, this report is one of the most lucid and incontrovertible documents we have ever seen proceeding from authority; unbiassed by any consideration of private interest, uninfluenced by the stupendous propositions and professions of contending parties, and undeterred in the performance of its duty by any sinister or equivocal representations, the Board of Trade have pronounced a decision, which, backed by arguments, at once masterly and profound, must command the approbation and respect of the community.

Since writing the foregoing observations on the report of the Board of Trade, relative to the communication between London and York, we have received the particulars of a meeting held at Lincoln, on Wednesday last, at which, resolutions were adopted, at once expressive of the feelings of the inhabitants, and confirmatory of our opinion. But one sentiment pervaded the entire meeting, which was composed of some of the most influential gentlemen, not only in the immediate neighbourhood, but at a distance, connected directly or remotely with the town of Lincoln. All concurred in unqualified approbation of the decision of the Board, in preferring the Direct Northern to the London and York scheme, while the wisdom of selecting the Cambridge and Lincoln line, to construct the line between the metropolis and Lincoln, was demonstrated and applauded. One circumstance mentioned at the meeting, is, however, particularly worth notice, if it were only to expose and reprobate it. It was stated, and on authority, that the London and York Company had hired labourers at 2s. and 2s. 6d. a-head, to go to the great county meeting which was held yesterday, and hold up their hands in favour of that company. Such a disgraceful proceeding we should have hesitated to believe, had it not been positively confirmed by some of the men who had been thus tampered with. This fact, is sufficient of itself, to stamp with odium that line, once vaunting itself so loudly of its respectability and integrity. A company which would not scruple to adopt means so repugnant to common propriety, must indeed be weak in its propositions, as well as equivocal in its character. We are sorry for the exposure thus so ignominiously made, as it must tend to create distrust in the integrity of railway projects generally. Certainly, it will bring no small suspicion upon the whole conduct of the London and York scheme, and render the public approbation of the report of the Board of Trade, more decided than ever. Deputations from the Direct Northern, and Lincoln and Cambridge lines, attended the meeting; the Chisholm, who represented the former, announcing that the gap between theirs and the Lincoln rail would soon be filled up, a bill being prepared for the present Session to enable them to supply the vacancy: the undertaking would be performed either by the Midland Union, or the Direct Northern, in accordance with the decision of the Board of Trade; the subject had not yet been definitely concluded, but was anticipated to be soon satisfactorily arranged.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY COMPANY.

The half-yearly meeting of this company was held at their offices in Manchester, on Wednesday, the 26th inst.—JOHN PARKER, Esq., M.P., in the chair. The corporate seal of the company having been affixed to the registers of transferred shares, the SECRETARY (Mr. Platford) read the following reports of the directors and engineer. DIRECTOR'S REPORT. At the date of your last report your directors expected to have been able to open the whole line between Sheffield and the Summit Tunnel about this time, and had not absolutely abandoned the hope that the tunnel itself might also have been complete. The long winter, however, has so suspended many operations, and in many other great public works as well as this has so retarded the expected progress, that under existing circumstances the board has come to the conclusion that no adequate advantage can arise from opening any further portion of the railway till the final completion of the tunnel shall have placed the whole line, with the branches now in progress, at the service of the public, at the period named by the engineer. For a particular account of the works on the main line, as well as the branches to Ashton, Stalybridge, and Glossop, the shareholders are referred to the engineer's report.

TRAFFIC TABLE.

Half-year ending December 31, 1843.		
	Passengers.	Amount.
First class	24,831	£1356 15 3
Second class	70,636	2876 12 0
Third class	362,476	7251 3 8
Total	457,943	£10,984 10 8
Parcels		238 11 10
Goods, merchandise, and live stock		1033 11 9
Coals		1141 15 8
Total for six months		£13,398 9 11

Half-year ending June 30, 1844.		
	Passengers.	Amount.
First class	23,170	£1540 14 6
Second class	86,551	2984 2 8
Third class	379,941	7250 9 0
Total	499,662	£11,775 6 2
Parcels		261 12 9
Goods, merchandise, and live stock		1485 11 8
Coals		1388 8 0
Total for six months		£14,910 18 7

Half-year ending December 31, 1844.		
	Passengers.	Amount.
First class	33,127	£1948 11 9
Second class	103,268	3977 9 5
Third class	434,408	8861 10 0
Total	570,803	£14,787 12 0
Parcels		361 8 8
Goods, merchandise, and live stock		2078 11 0
Coals		1276 3 2
Total for six months		£16,503 14 10

Increase over the corresponding six months of last year.

	Passengers.	Amount.
Passengers	112,860	£3903 1 4
Parcels		132 16 10
Goods, merchandise, live stock, coals, &c.		1179 6 9
Total		£5105 4 11

Increase over the last six months ending June 30, 1844.

	Passengers.	Amount.
Passengers	75,147	£3012 8 10
Parcels		29 15 11
Goods, merchandise, live stock, coals, &c.		450 14 6
Total		£3592 16 3

The traffic table (made out as hitherto), shows the receipts of the half-year ending Dec. 31st, 1844, to be £18,503 14s. 10d., the expenses incurred in working the same (including maintenance of permanent way, toll paid to Birmingham Company, duty on passengers, as well as entire rent of the Manchester station), £9,340 10s. 3½d.; leaving a balance in favour of the company of £9,162 19s. 7½d.

In the course of November last, your directors submitted to a special general meeting of the shareholders the heads of an arrangement entered into between themselves and the directors of the Midland and the Manchester and Birmingham Companies, by which your line was to pass under lease, for a certain term of years, and under certain conditions, to that occasion, and in furtherance of the powers entrusted to them on that occasion, your directors, in conjunction with the directors of the two lessee companies, have introduced a bill into Parliament, the first reading of which has already taken place, and at an early period will proceed to the further stages. Your directors have also to state, that, the several projects detailed in their last report, have been prosecuted with energy by the independent companies in alliance with your own, and that the bills for the construction of railways from Penistone to Barnsley, from Stalybridge to Cooperbridge, from Huddersfield to Penistone, from Sheffield to Barnsley, and from your station, from Store-street, to Altrincham have been introduced into Parliament, and in all cases have gone successfully through the standing orders, and passed their second readings. The Penistone and Barnsley Junction, and the Southern Junction and Altrincham projects, have been favourably reported upon by the Board of Trade. The Huddersfield and Manchester Railway and Canal, the Sheffield and Lincolnshire Junction schemes, have been less fortunate; but it is not probable that the independent companies connected with them will acquiesce without the opinion of Parliament on decisions so unexpected. The Sheffield and Huddersfield Junction is not yet reported upon.

The following three directors—John Chapman, Esq., Michael Ellison, Esq., and Charles Appleby, Esq.—go out by ballot, but are eligible for re-election. Under an act of last session, two auditors must be appointed by the shareholders. In conclusion, your directors must congratulate the company on the increased activity of the commercial interests of this country, and the consequent effect produced on the receipts of railways. Under the discouragement of physical and moral difficulties, menacing for many years the very existence of this country, a period of unusual length has intervened between the commencement and the completion of the same; but on the eve of the entire opening, your directors have only to state, that, they have nothing to add to, and nothing to subtract from, the opinion which, from time to time, they have submitted to the shareholders, and without encouraging over sanguine views of immediate prosperity, they are as confident as ever in the eventual resources of the line.

ENGINEER'S REPORT.

To the Directors of the Sheffield and Manchester Railway Company.

Gentlemen,—Since reporting to you for the information of the shareholders in September last, we have continued to work that portion of the line already open with great efficiency and economy. Our stock is in very good condition, and the following table exhibits the cost of the locomotive power for the six months ending on the 31st Dec. 1844.

	£	s.	d.	Cost per mile run.
Coke	1012	6	3	8-66
Superintendent, engine-men, firemen, cleaners, &c.	719	1	9	1-89
Oil, tallow, waste, flax, break blocks, grate bars, &c.	352	9	3	0-92
Repairs	318	8	11	0-92
Total	£2403	6	5	6-29d.

The number of miles run by the engines during the six months is 91,292.

Summit Tunnel.—The driftways are now completed throughout, and all difficulty of getting rid of the water is now at an end. Every exertion is being made to ensure the completion of this work by July next, and I entertain a confident hope that this will be accomplished. The permanent road is laid from the western face to No. 1 shaft, and a considerable length has been ballasted and the side drains put in. The following is a statement of the progress of the work up to the present time:—

	Quantity done.	Quantity remaining to be done.
From western face to No. 1 shaft	1171 yards	None.
From No. 1 shaft to No. 2	115 "	687 yards.
From No. 2 " to No. 3	289 "	274 "
From No. 3 " to No. 4	744 "	9 "
From No. 4 " to No. 5	753 "	None.
From No. 5 " to eastern face	1111 "	49 "
Total	4293 "	1019 "

Works from the Tunnel to Sheffield.—The whole of these works are nearly completed, with the exception of a portion of the heavy embankment on the Carletons contract, and the bottoming up of the Outthwaite cutting on the Wortley contract. The double line of permanent road, except in a very few places, is laid down; and the whole of this length may be completed and ready for opening in two months from this time.

Ashton Branch.—The progress of the masonry has been considerably impeded, owing to the late frost. The earthwork, however, is progressing favourably, and the works generally are in a forward state.

Glossop Branch.—The works on this branch are nearly completed, and it will be ready for opening early in the summer.

Stations.—The stations at Ashton, Stalybridge, and Glossop have been let and commenced upon. Preparations are making for the construction of all the stations between Dunsford and Sheffield. The station at Sheffield is in a forward state, the whole of the ground having been cleared for the rails and turn-tables, and the booking-offices are ready to receive the roof.

Sheffield, March 24.

I am, gentlemen, your most obedient servant,

ALFRED S. JEE.

THE CHAIRMAN, in moving that the above reports be received and adopted, observed that, with respect to the period at which they would be enabled to open the whole of the line, they were aware that at their last half-yearly meeting there was a fair prospect of the works on the other side of the tunnel being completed about the beginning of this month; the directors had confidently expected that such would have been the case; but, owing to the heaviness of the works, and the extreme severity of the weather, some months would yet elapse before the tunnelling could be completed. The directors had also expected that the tunnelling would be finished contemporaneously with the other portions of the works, but it was now found utterly impossible that the engineer and workmen could complete the whole of the works with the great obstacles which they had to encounter, before the expiration of two or three months yet, and during that time it was not thought worth while to make any intermediate arrangements, as they would scarcely compensate for the expenditure of money and the loss of time necessary for the temporary accommodation. The directors had requested the engineer to complete the whole of the works as speedily as possible, and that gentleman stated his confident opinion, that the whole of the line would be opened to the public in July next. If that should prove to be so, a work of greater magnitude had not been completed within Her Majesty's dominions in an equally short period, much as they might regret that it had not been opened at the time originally calculated upon. With regard to the present traffic of the line, of which they had already received a full statement, the directors had never anticipated any considerable increase until the opening of the whole of the line. It was their opinion, however, that it was desirable to give additional accommodation to third-class passengers. That accommodation should, of course, be commensurate with the remuneration received by the proprietors; and when that was done, there was no doubt that manufacturing districts through which the line passed would make greater use of the line as a means of conveyance. With respect to the other traffic matters, they remained in precisely the same state as they did at their last meeting—everything yet depended upon the future. The directors had every reason to repeat, that when the whole line was opened it would be a remunerating one, and it would take its stand amongst the good investments of the country. With respect to the lease which produced so much interest and discussion in November last, the bill embodying those arrangements had been read a first time, and the second reading would take place at a very early period; but he did not think that that bill would go into committee, nor was it expedient that it should, until the report of the Board of Trade on the subject of amalgamation of railways generally had been laid before Parliament. The board had also determined on presenting their opinions to the legislature *seriatim* on the many railway schemes which were now afloat. It was, therefore, desirable, that no discussion should take place on the subject until the special meeting, which had been already advertised to take place on the 15th of April, when the bill now submitted to Parliament would be laid before them for their approval. Before the holding of that meeting, he hoped they should have the expected report of the Board of Trade, and then the discussion on the question could be gone into fully. If, however, the Board of Trade, by reason of the numerous demands upon their time, should not have published their report before the 15th of April, he should then move that the meeting take place *pro forma*, and be adjourned until some other day, a course which they were empowered to take by the provisions of the Act of Parliament. Such a course would be extremely desirable, if not indispensable, for, in his opinion, the proprietors would not be able to come to any satisfactory conclusion until they had seen that report. By their south junction, which connected them with the Manchester and Liverpool Railway, and also their branch to Altrincham, they had secured an outlet to the east, as well as an outlet to the port of Liverpool; and as regarded those districts, he thought they would be perfectly safe. But with respect to the Lincolnshire line, the Board of Trade had, for reasons which he would not venture to criticise or discuss, reported unfavourably, and he was also sorry to say that they had also negated the project of their Huddersfield Railway and Canal Navigation scheme. Many of the shareholders of their company had taken up shares in that project; and he, for his own part, must say that he could not see the reasons which had induced the board to arrive at such a conclusion, but, of course, when those reasons were published, the company would be able to see how far they stood the test of examination; and he must also say, that it would require very strong reasons to satisfy him that a town and district like Saddleworth, and that of Huddersfield, would not be materially benefitted by being connected by railway with the town of Manchester. The people of those districts stood in need of locomotion much more than many other towns, which the board had considered requiring railway communication. He felt quite confident that the gentlemen of that most important neighbourhood would at once determine on submitting the whole matter to the decision of Parliament, for to Parliament the question must be submitted, and Parliament alone could say whether, in point of fact, the accommodation which the scheme proposed giving to the people of that district, was offered on advantageous terms. He would criticise no proceedings on the part of the Board of Trade; the duties which they had to discharge were arduous, and their office involved serious responsibility;

but he felt quite satisfied that the case was not yet over, and the matter must be submitted to the decision of those who would be enabled to take more comprehensive views of the interests of that district. With reference to all these schemes, every proposition for amalgamation which had been made to the directors by other companies had been met in the most amicable and friendly spirit. No one had a greater desire than himself to reciprocate kindly feelings, and to promote intercommunication between the proprietors of other lines, and he must say, that though this company had been charged with repulsive conduct, yet it had not arisen from any fault of his. He had made overtures as frequently as it was in his power; he had done all he could to bring about friendly results and arrangements, and if they had not succeeded it was not his fault, nor should it be his fault if they did not succeed for the future. As far as he was concerned, he would say that he could see no advantage reaped by spending their money in idle and profitless contests. They caused too much loss of time, and interfered too much with the prosperity of individuals and companies to warrant their commencement; if any overtures were made to them by any other company, he would always consider them with a desire to accept them. The chairman concluded by moving the adoption of the report, which, being carried unanimously, Messrs. Hadfield and Sidebottom were elected auditors, and Messrs. Chapman, Ellison, and Appleby, re-elected directors.

Mr. IRONSIDE understood that the motion which he had carried at the last meeting, that the statement of accounts should show the revenue as well as the traffic account, would be complied with. But, by the statement of accounts which had been put into his hands, he perceived that no change had been made in the mode of making it out. He would, therefore, now move, that the revenue account be presented in future along with the traffic account.—Mr. PRATT explained that the revenue had not been shown as desired, from a thorough conviction that it would be unnecessary and undesirable to make any change in that respect until the line had been opened throughout.—Mr. IRONSIDE said, that since the advertisement had appeared calling a special meeting of the proprietors during the ensuing month, the Board of Trade had reported unfavorably of the proposed line between Sheffield and Lincolnshire. He had looked with very great interest into the report of the Board of Trade, and although parties had differed as to the wisdom of their decisions, yet he believed they generally came to a very fair conclusion. What he now wished was, that the directors, prior to their next meeting, might take into consideration the reports just made by the Board of Trade respecting the above named lines.—The CHAIRMAN remarked that those were independent companies, and might go to Parliament as they pleased, but, whether they got their bill or not, that company must guarantee, having no alternative.—Dr. HOLLAND, of Sheffield, wished to know whether the bill that would be laid before the proprietors at the next special meeting would be sanctioned; because, since the last meeting he perceived that important changes had taken place; and, perhaps, it was not quite so much their interest at the present time, as it then appeared on the last occasion, to proceed with the treaty. At that time the Board of Trade was, comparatively speaking, inactive; and none could form any idea of the powers which would be exercised by that department. He, in common with many others, saw that the Board of Trade was well calculated to protect the interests of existing railways. One of the advantages they had themselves received from it was, the rejection of the projects of the other companies, that they knew were competitors with their line. Now, viewing the Board of Trade in that light, and it was a very pleasing light to contemplate it in, he did not see the interest that would accrue to the Manchester and Sheffield line, being absorbed by two other companies, especially as they had a protecting power in the Board of Trade. But still further, was it not an unfortunate thing to be absorbed in the London and Birmingham, and to have no individual existence of their own? For himself, he thought it unworthy of so large and important a railway company that it should be carried, as a thing of little value, with the Manchester and Birmingham, into the arms of the London and Birmingham line? They had too much importance, and were deserving of too much consideration, to be carried as a matter of course in that way. He therefore gave notice that, on the 15th April, he should bring forward one or two motions. The one, that it was not expedient to receive the bill which would then be presented; and if that motion failed, he should make another to the effect, that the lease should not be extended beyond five years.—The CHAIRMAN saw no reason to justify the company in receding from its arrangement with the Birmingham company, but he would refrain from saying anything more on the subject at present. Mr. T. A. WARD saw no reason for altering his opinions, which were in favour of the proposed arrangements.—Dr. HOLLAND wished to learn from the chairman, whether the directors of the projected Barnsley Junction were, not only guaranteeing 51 per cent. (which was of course the fact), but whether, on the completion of their line, they would be allowed to take new shares at par?—The CHAIRMAN replied in the affirmative.—Mr. IRONSIDE observed, that they must give notice of their intention to do so within five years; they would then have an opportunity of taking Manchester shares in exchange for their own; and would then, in point of fact, be amalgamated if they chose.—A vote of thanks being given to the chairman, the meeting separated.

On Tuesday night the Gazette contained the official announcement that the Railway Department of the Board of Trade, having had under consideration the following railway projects, had determined on reporting to Parliament in favour of—The Eastern Counties (Brandon and Peterborough Deviation); West London (Thames Extension); Newcastle and Darlington (and Brantling Junction Extensions); Ashton, Staly-bridge, and Liverpool Junction (Ardwick Extension); Manchester South Junction and Altrincham; Manchester and Birmingham (Macclesfield Extension and Junction line with the Sheffield and Manchester); Midland Railway (Darfield to Warsborough); Midland Railway (Darfield to Elscar); Midland Railway (Chert to Horbury); Midland Railway (Okeham to Wakefield); Midland Railway (Ambergate to Crich); London and Brighton (Horsesham Branch); Harwich Railway and Pier; Richmond (Yorkshire) Railway; Hull and Bridlington Branch; Middlesbrough and Redcar; and against the Dartford and Ramford; Eastern Counties (Cambridge and Bury Saint Edmund's Extension); West London (Knightsbridge Extension); Ashton, Staly-bridge, and Liverpool Junction (Guidebridge Extension); Kentish Coast Railway; Huddersfield and Manchester; Harwich Railway; Harwich and Colchester; Ipswich and Harwich; and recommending the postponement until a future period of the Colchester Junction; Harrogate and Ripon Junction; Leeds and Thirsk; York and North Midland and Harrogate.

In the Gazette of last night, the Committee reported, that having had under consideration the undermentioned railway schemes, they had determined on reporting to Parliament in favour of—The Birkenhead, Manchester, and Cheshire Junction; Chester and Birkenhead Extension; Blackburn and Preston (Altrincham, Extensions, and Branch); Coventry, Bedford, and Nuneaton; Eastern Counties (Finsbury Extension); Huddersfield and Sheffield Junction; Lancaster and Carlisle (Deviation in parish of Kendal); Lancaster and Carlisle (Branch to Newcastle and Carlisle Railway); Lancaster and Carlisle (Scottish to Slyn); Newcastle-upon-Tyne and North Shields (Tynemouth Extension and New Quay Branch); North Union Extension to the river Ribble; Sheffield and Rotherham (Branch to the Sheffield and Manchester Railway); Norwich and Brandon (Extension into Norwich); York and North Midland (Bridlington Branch); and against the Liverpool and Manchester (Rainford and Liverpool Branch); Chester and Preston Brook; Eastern Counties (Thames Junction and North Woolwich); Great North of England (Clarence and Hartlepool Junction, Extension and Branches); Grand Junction (Friar's Park to Dudley Branch); London and Garesand, via North Woolwich; and recommending the postponement until a future period of the Liverpool, Ormskirk, and Preston; Southport and Euxton; Preston Brook and Buncorn Junction; Epping; Grand Junction (Potters Branch).

GREAT NORTH OF SCOTLAND RAILWAY.—The Board of Trade, when reporting on the Aberdeen line, gave its sanction almost contingent on its being continued to Inverness, and recommended the early construction of a line through the rich agricultural and manufacturing districts of the south to that city. Acting on this suggestion, the above company has been formed; which, commencing in the centre of Aberdeen, will proceed along the valley of the Don, through the burghs of Kintore and Inverary, and from thence through the towns of Huntly, Keith, Elgin, Forres, and Nairn on to Inverness, where a communication will be established with the Caledonian Canal. It will thus be seen that all the advantages of traffic, anticipated by the Board of Trade, will be secured both to the localities and the company. But in originating this project, it appeared advisable, not merely to answer the suggestions of the Board by stopping at Inverness, but to extend its operations to other more distant, but not less important, towns. It is proposed, therefore, to form three branches in connexion with the trunk line. The first to Banff and Portsoy, leaving the main line at Strathisla; the second to Fochabers, branching off at the crossing of the Spey; and the third to Burghhead from Elgin. At various parts along the line are found limestone and slate of the best quality, besides ironstone, manganese, and other minerals of great value, to whose resources the railway will give opportunities for development, which, long needed, must prove of the highest importance. The whole cost of the line, including branches and all incidental works, is estimated at less than £1,100,000; while the returns are computed at £174,716 a year, subject to an annual expenditure of £8,238, leaving a balance of £116,478, equivalent to a dividend of 10 per cent.

LONDON AND WINDSOR RAILWAY.—The object of this line is to connect Kensington, Hammersmith, Chiswick, Turnham Green, Kew, Brentford, Isleworth, Hounslow, Hanworth, Bedford, Stanwell, Colnbrook, Eton, and Windsor, extending over a distance of twenty miles; commencing at Windsor, and terminating at Pimlico. The estimated cost is £78,282, and the working expenses at £1,490, giving a net annual profit of £6,892, or a dividend of 9 per cent.—There is, perhaps, no instance to be found of a line of railway combining so populous a district, with, at the same time, so level, open, and favourable a route for the construction of a railway.

RISE IN WAGES.—The Whitley Stone Company have advanced the wages of their blockstone quarriesmen 20 per cent.; they some time since increased the wages of their ironstone miners.

TO LOCOMOTIVE MAKERS AND RAILWAY DIRECTORS.

LOCOMOTIVES made with my plan of Boiler will cost from £300 to £400 less than the common locomotives. This arises from the difference of material used, brass and sheet-iron in the one case, and sheet-iron in the other. The eighth part of the iron of my furnaces transmits the heat faster than the fire-brick of the common locomotive furnaces. The greatest amount of heating surface that can be got in the common locomotive furnaces is only sixty square feet, whereas, in my plan of furnace, I have 168 square feet of heating surface, and twenty square feet of fire-grate—consequently, a saving of fuel will be effected by my plan, as Mr. Stephenson's experiments prove that one foot of heating surface in the furnace is worth three in the flues.—Plans sent free on application to
WILLOW-PARK, GREENOCK.
JAMES JOHNSTON.

LONDON, SALISBURY, AND YEovil JUNCTION RAILWAY.

Capital £1,500,000, in 30,000 shares, of £50 each.—Deposit £2 10s. per share.

Provisionally Registered.

PROVISIONAL COMMITTEE.
Hon. William Ashley, Stable-yard, St. James's.
Herbert Butler Batten, Esq., Yeovil.
William Scott Binny, Esq., Bryanston-square.
William Sprott Boyd, Esq., Cleveland-row.
John Chapman, Esq., Blackheath-park.
The Chisholm, Chapel-street, Grosvenor-place.
James Farquhar, Esq., Blackheath.
Hon. W. E. Fitzmaurice, M.P., Chesham-street.
J. J. Kinloch, Esq., Gloucester-road, Hyde-park.
John Lawrie, Esq., Charles-street, St. James's-square.
James Ramsay, Esq., Bushey House, Herts.
Charles Simmons, Esq., Mayor of Basingstoke.
(With power to add to their number).

ENGINEERS.—Sir John Rennie, F.R.S., and Francis Giles, Esq., C.E.
BANKERS.—The Union Bank of London; Messrs. Batten and Co., Yeovil.
SOLICITORS.—Messrs. Johnston, Farquhar, and Leach, 65, Moorgate-street, London.
PARLIAMENTARY AGENTS.—Messrs. G. and T. Webster, No. 26, Great George-street, Westminster.

SECRETARY.—Lewis Crombie, Esq.

This railway will establish a most desirable line of communication between LONDON, SALISBURY, YEovil, and the WEST OF ENGLAND, traversing in its course many wealthy, populous, and important districts.

Commencing at or near Basingstoke, it will proceed by Whitechurch, Andover, and Salisbury, to Yeovil, by which means the connection between the East and West Coasts of England will be complete.

The leading feature of the undertaking is, that, by using the line of the South-Western Railway from London to Basingstoke, it will bring Salisbury and Yeovil into an entirely direct line of communication with the metropolis.

In connection with the projected line from Exeter to Yeovil, this line will form the shortest and most direct communication between London and Exeter, and a saving in distance of thirty miles will be effected.

The distance from London to Salisbury will be about 80 miles, and to Yeovil 120 miles, and to Exeter 165 miles.

A reference to the map issued will manifestly prove that few railways in the kingdom will form a medium of communication with a greater extent of wealthy, populous, and important places. By Salisbury, Sherborne, Yeovil, Bath and Bristol, Bradford, Trarbridge, Frome, Gildford, Farnham, Basingstoke, Whitechurch, Andover, Weyhill, with its extensive Fair, Shaftesbury, Milborne Port, Salisbury, and Ilchester, with the numerous smaller towns and villages in their vicinity, will be brought into immediate connection with each other, rendering the undertaking eminently calculated to promote the convenience of the public, and certain to yield a large return to its proprietors.

The country to be traversed will, as has been ascertained from actual surveys, admit of the construction of the railway at a moderate cost. The length of line to be constructed will be about seventy-five miles.

Application to be made for shares to the provisional committee, or to Lewis Crombie, Esq., secretary, at the company's offices, 63, Moorgate-street, London, or to the undermentioned brokers:

Mr. Anthony Laurie, Liverpool; Mr. Isaac Miller, Liverpool; Mr. May, Liverpool; Mr. Parsons, Liverpool; Messrs. Brady and Stanforth, 11, Manor-street, Hull; Mr. S. Grindrod, Manchester; Messrs. Carrivell and Co., Manchester; Messrs. Watson and Co., Leeds; Messrs. E. King and Co., Leeds; Messrs. Samuel Hutchinson and Co., Bradford; Luke Arnold, Bristol; George Edwards, Bristol; Thomas Sanford, Exeter; G. R. Gliddon, Exeter; Robert Allan, Edinburgh; M'Ewen and Auld, Glasgow; William Gordon, Aberdeen; Boyle, Low, Pim, and Co., Dublin; Bruce and Symes, Dublin; Beaumont and Langworthy, Exeter—of whom plans and prospectuses may be had.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the London, Salisbury, and Yeovil Junction Railway. Gentlemen,—I request that you will allot me shares, of £50 each, in the proposed London, Salisbury, and Yeovil Junction Railway; and I undertake to pay the deposit and sign the necessary deeds.

Dated this day of 1845.

Name

Residence

Trade or Profession

Reference

LONDON, SALISBURY, AND YEovil JUNCTION RAILWAY.

RAILWAY, 63, Moorgate-street, London, March 19, 1845.—Notice is hereby given, that the provisional committee of this company have determined to abandon the portion of the line from Reigate to Basingstoke, and that the capital will, therefore, be reduced from £2,000,000 to £1,500,000.

NO APPLICATIONS FOR SHARES will be received after MONDAY, the 31st inst., and those parties who have previously to this date applied for shares, and who may not approve of the alterations above-mentioned, are requested to withdraw their applications as soon as possible.

By order of the committee,
L. CROMBIE, Secretary.

LONDON AND WINDSOR RAILWAY.

Connecting Kensington, Hammersmith, Chiswick, Turnham Green, Kew, Brentford, Isleworth, Hounslow, Hanworth, Bedford, Stanwell, Colnbrook, Datchet, Eton, and Windsor.

Capital £500,000, in shares of £50 each.—Deposit £1 per share.

Provisionally Registered, pursuant to 7 and 8 Vic., cap. 110.

PROVISIONAL COMMITTEE.
Sir Felix Booth, Bart., Windsor.
John Baber, Esq., Knightsbridge.
Captain Edward Blackley, R.N., Duke-street, Grosvenor-square.
J. Brown, Esq., Fenchurch-street.
T. Davidson, Esq., St. George's-place, Hyde-park Corner.
Sir John Hare, Langham-place.
William Kuper, Esq., Camberwell.
C. W. Nicolay, Esq., Oxford-square, Hyde-park.
W. F. Pocock, Esq., Knightsbridge.
S. H. Powell, Esq., Brixton.
Henry Scale, Esq.
Captain M. H. Sweny, R.N., Brompton.
J. Thorne, Esq., Westminster.
Captain F. Bayly Wardrop, H.C.S., Knightsbridge.
W. White, Esq., Fitzroy-square.

(With power to add to their number).

BANKERS.—Sir John McNeill and W. H. Smith, Esq.
BANKERS.—London: Sir J. W. Lubbock, Bart., & Co.; Messrs. Cocks, Biddulph, & Co.; Windsor: Messrs. Neville, Reed, & Co.; Reading and Maidenhead: Messrs. Stephens, Blandy, & Co.

SOLICITOR.—George Smith, Esq., 24, Golden-square.

This line of railway has met with general approbation, and its importance cannot be questioned, traversing as it will an intermediate locality totally excluded from the benefit of railway communication, through, it may be said, one continuous town, for a distance of ten miles, and a densely populated neighbourhood, the property around which is open, flat, and of a highly favourable character for the construction of a line of railway.

On the average, from 2,000 to 3,000 passengers a-day pass and re-pass, by omnibuses and other vehicles, through the intermediate points between the termini of this line of railway; and, requiring only a facility of transit for its development. The line has already been specially approved of by almost every landed proprietor through whose estates it passes.

Mr. Gibb has made great progress with the Parliamentary surveys, which will be ready to be placed before the Board of Trade on an early day, and all necessary steps will be taken to ensure the introduction of the measure into Parliament next session.

From the favourable nature of the country the gradients will be excellent, and the expense of construction far under that of any railway of similar length ever yet executed in Great Britain. There will be no tunnel whatever, nor any other works, the value of which is very great, in fact, the rails for nearly one-half of the line may almost be laid on the existing levels.

The cost of executing the main line and branches Mr. Gibb estimates at under £1,100,000, and from a report, which has been obtained from competent parties employed to value the traffic on the line, since the month of October last, the revenue is computed to be—

From passenger traffic alone

From goods traffic

Deduct, for working expenses, one-third of gross amount

Leaving a surplus of

Equal to a dividend on the estimated cost of upwards of 10 per cent.

It is certain also that the traffic, when taken during the summer months, will exhibit a much higher average revenue than that here stated.

A deposit of 5 per cent. on each share will be required at the time of allotment, and 4 per cent. will be allowed on all payments to account of calls after the act is obtained till the line is opened for traffic.

Lithographed plans of the line, and all other information in regard to the undertaking, may be obtained on application to Adam and Anderson, or Blake and Smith, advocates, in Aberdeen; Inglis and Burns, W. S., Edinburgh; M'Tavish and M'Leannan, solicitors, Inverness; Edward Mortimer, or A. Souter, solicitors, Banff; Grigor and Young, solicitors, Elgin; Johnston, Farquhar, and Leach, 65, Moorgate-street, London; or G. and T. W. Webster, 26, Gt. George-street, Westminster—to any of whom applications for shares may be addressed, under cover to the committee. Applications may also be made to the committee through any of the undermentioned brokers—Messrs. B. and M. Boyd, 2, Bank-buildings, or J. C. Moore, 1, Warf-court, Throgmorton-street, London; Thomas Forsyth, Liverpool; James Grayson, York; Raiton and Son, Manchester; Robert Allan, Edinburgh; or Wm. Gordon, Aberdeen.—Aberdeen, March 20, 1845.

ADAM AND ANDERSON, Secs.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Great North of Scotland Railway, Aberdeen. Gentlemen,—I request that you will allot me shares, of £50 each in the proposed Great North of Scotland Railway from Aberdeen to Inverness; and I undertake to pay the deposit thereon, and sign the necessary deeds when required to do so.

Name

Residence

Trade or Profession

Reference

Dated at this day of 1845.

GREAT NORTH OF SCOTLAND RAILWAY.

ABERDEEN TO INVERNESS.—Notice is hereby given, that NO APPLICATIONS FOR SHARES in this undertaking will be received after THIS DAY, Saturday, the 29th inst.

ADAM AND ANDERSON, Secretaries.

Aberdeen, March 25, 1845.

GREAT NORTH OF SCOTLAND RAILWAY.

Capital £1,100,000, in shares of £50 each.—Deposit £2 10s. per share.

PROVISIONAL COMMITTEE.
The Right Hon. the Earl of Errol, K.T., Lord Lieutenant of Aberdeenshire.
The Right Hon. the Lord James Hay.
The Right Hon. the Lord Forbes.
The Right Hon. the Lord Lovat.
General the Hon. Sir A. Duff, Delgaty Castle.
Sir R. D. H. Elphinstone, of Horne and Lo-
se Elphinstone, Bart.
Sir W. C. Seton, of Pitmedden, Bart.
Sir F. W. Dunbar, of Boath, Bart.
Sir A. L. Hay, of Leithall and Rannet, M.P.
James Duff, Esq., M.P.
Al. Bannerman, Esq., M.P.
Edward Ellice, Esq., M.P.
Lieut.-Colonel Thomas Gordon, of Park,
Governor of Banffshire.
W. F. Tytler, Esq., of Balmah and Burd-
yards, Sheriff of Invernesshire.
Cosmo Innes, Esq., Sheriff of Moray.
Hugh Lumsden, Esq., of Pitcairne, Sheriff of
Sutherland.
T. Blaikie, Esq., Lord Provost of Aberdeen.
John Adam, Esq., of Scotchbush.
Arthur Abercrombie, Esq., of Glasshugh.
John Angus, Esq., City Clerk of Aberdeen.
A. Andrew, Esq., of Easter Haggis.
William Adam, Esq., of Ranna.
Alexander Anderson, Esq., Aberdeen.
John Allan, Esq., Elgin.
P. B. Allan, Esq., Commissioner for the
East of Moray.
James O. Brodie, Esq., of Lethen.
P. Brown, Esq., of Dunkinny, Linkwood.
David Blaikie, Esq., Aberdeen.
John Blaikie, Esq., of Craigie Buckler.
Newell Burnett, Esq., Aberdeen.
Alexander Brown, Esq., Elgin.
Alexander Burnett, Esq., Kinchely.
Robert Bain, Esq., Elgin.
W. H. Colquhoun, Esq., Sheriff-Substitute
of Inverness-shire.
Leslie Cruickshank, Esq., of Deemount.
Geo. Cruickshank, Esq., banker, Banff.
John Cruickshank, Esq., Inverness.
James Cowan, Esq., Inverness.
Admiral Duff, of Drummuir.
Geo. Skene Duff, Esq., of Milton Duff.
Major Dunbar, of Mountcoffer, H.E.I.C.S.
John Dunbar, Esq., of Seapark.
James Grant Duff, Esq., of Eden.
P. Davidson, Esq., Yor. of Inchmarlo.
Thomas Duncan, Esq., R.N., Cullen.
James Davidson, Esq., banker, Inverury.
Col. Fraser, of Inverlathachy and Castlemar.
A. Forbes, Esq., of Blackford.
James Findlater, Esq., of Balvenie.
J. D. Gordon, Esq., of Wardhouse and Kil-
drummy.
P. Gordon, Esq., Yor. of Wardhouse and
Kildrummy.
Lieut.-Colonel C. E. Gordon, R.A.
John Gordon, Esq., of Avochie.
James Gordon, Esq., of Manar.
A. Gammell, Esq., of Sheelagreen.
Al. Gordon, Esq., of Newton.
W. Grant, Esq., of Glenbarry.
J. Grant, Esq., Prospect Lodge, Elgin.
H. W. Gordon, Esq., Torr House, Elgin.
Alex. W. Gardiner, Esq., of Greenshals.
James Guthrie, Esq., of Tollo.
Geo. Galloway, Esq., Provost of Inverury.
Alex. Grant, Esq., of Inverness.
William Grigor, Esq., of Elgin.
J. Hadden, Jun. Esq., Countess-wells, Aber-
deen.
W. Hogarth, Esq., of Aberdeen.
H. Inglis, Esq., W.S., Commissioner for the
late Earl of Fife's Trustees.
Alex. Forbes Irvine, Jun. Esq., of Drum.
Alex. Johnston, Esq., of Newmill.

BANKERS.
The Union Bank of London.
The Commercial Bank of Scotland, Edinburgh.
The Commercial Banking Company, Liverpool.
The Banking Company in Aberdeen.
The North of Scotland Banking Company, Aberdeen.

ENGINEERS.
William Cubitt, Esq., F.R.S., V.P.C.E., Consulting Engineer.
Alexander Gibb, Esq., Acting Engineer.

PARLIAMENTARY SOLICITORS.
Messrs. Johnston, Farquhar, and Leach, 65, Moorgate-street.
Messrs. G. and T. W. Webster, 26, Great George-street, Westminster.

The Board of Trade has reported in favour of the line from Aberdeen to the south. The bill for this line is now in progress through Parliament, and, with the already existing lines, and others recommended by the Board of Trade, will form a continuous chain of railway communication from Aberdeen to London, in connexion with Dundee, Perth, Edinburgh, Glasgow, and the important towns of England along the line. The report of the Board of Trade on railway communication in Scotland, and which has been laid before Parliament, states that—"The Aberdeen line southward is a proper and necessary part of a system of railway communication for the northern portion of Scotland; that this line appears to be well laid out with a view to the objects which it has to attain, and that the importance of it is increased by the consideration that a cheap and easy line, traversing a district of considerable population and local traffic, is stated to have been surveyed from Aberdeen to Inverness. Should this be the case it seems not improbable that railway communication to the more northern counties may be extended in this direction."

In accordance with the views thus indicated in the report of the Board of Trade, it has been resolved to extend the means of railway communication northward from Aberdeen to Inverness. The line will commence at the Aberdeen Company's station, in the centre of Aberdeen, and will proceed by Old Aberdeen, along the fertile valley of the Don, through the burghs of Kintore and Inverury, from thence through Insh, Kinnettmont, and the towns of Huntly, Keith, Elgin, Forres, and Nairn, on to Inverness, where a very suitable station can be obtained, and where a convenient communication can also be formed with the Caledonian Canal. It will thus be seen that the line passes through the richest and flourishing counties of Aberdeen, Banff, Moray, Nairn, and Inverness, districts of the highest agricultural and manufacturing importance. The local traffic with the city of Aberdeen, which is the great outlet for their produce, as well as the market for their supplies of all kinds, is very large, and the traffic of the whole northern counties towards England must pass along this line.

It is proposed to form three branch lines in connexion with, and at the same time as the trunk line.

1. The first to Banff and Portsoy, leaving the main line at Strathisla.

2. The second to Fochabers, leaving the trunk line near the point where it crosses the Spey.

3. The third to Lossiemouth or Burghhead, from Elgin.

The counties through which the trunk line and branches pass, comprise within themselves a population (as appears by the census of 1841) of 384,094, in addition to the population of the four northern counties of Ross, Cromarty, Sutherland, and Caithness, to which this line will afford an outlet. At various points along the line are to be found limestone and slate of the best quality, also ironstone, manganese, and other minerals, the value of which is very great, requiring only facility of transit for its development. The line has already been specially approved of by almost every landed proprietor through whose estates it passes.

Mr. Gibb has made great progress with the Parliamentary surveys, which will be ready to be placed before the Board of Trade on an early day, and all necessary steps will be taken to ensure the introduction of the measure into Parliament next session.

From the favourable nature of the country the gradients will be excellent, and the expense of construction far under that of any railway of similar length ever yet executed in Great Britain. There will be no tunnel whatever, nor any other works, the value of which is very great, in fact, the rails for nearly one-half of the line may almost be laid on the existing levels.

The cost of executing the main line and branches Mr. Gibb estimates at under £1,100,000, and from a report, which has been obtained from competent parties employed to value the traffic on the line, since the month of October last, the revenue is computed to be—

From passenger traffic alone

From goods traffic

Deduct, for working expenses, one-third of gross amount

Leaving a surplus of

Equal to a dividend on the estimated cost of upwards of 10 per cent.

It is certain also that the traffic, when taken during the summer months, will exhibit a much higher average revenue than that here stated.

A deposit of 5 per cent. on each share will be required at the time of allotment, and 4 per cent. will be allowed on all payments to account of calls after the act is obtained till the line is opened for traffic.

Lithographed plans of the line, and all other information in regard to the undertaking, may be obtained on application to Adam and Anderson, or Blake and Smith, advocates, in Aberdeen; Inglis and Burns, W. S., Edinburgh; M'Tavish and M'Leannan, solicitors, Inverness; Edward Mortimer, or A. Souter, solicitors, Banff; Grigor and Young, solicitors, Elgin; Johnston, Farquhar, and Leach, 65, Moorgate-street, London; or G. and T. W. Webster, 26, Gt. George-street, Westminster—to any of whom applications for shares may be addressed, under cover to the committee. Applications may also be made to the committee through any of the undermentioned brokers—Messrs. B. and M. Boyd, 2, Bank-buildings, or J. C. Moore, 1, Warf-court, Throgmorton-street, London; Thomas Forsyth, Liverpool; James Grayson, York; Raiton and Son, Manchester; Robert Allan, Edinburgh; or Wm. Gordon, Aberdeen.—Aberdeen, March 20, 1845.

ADAM AND ANDERSON, Secs.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Great North of Scotland Railway, Aberdeen. Gentlemen,—I request that you will allot me shares, of £50 each in the proposed Great North of Scotland Railway from Aberdeen to Inverness; and I undertake to pay the deposit thereon, and sign the necessary deeds when required to do so.

Name

Residence

Trade or Profession

Reference

Dated at this day of 1845.

GREAT NORTH OF SCOTLAND RAILWAY.

ABERDEEN TO INVERNESS.—Notice is hereby given, that NO APPLICATIONS FOR SHARES in this undertaking will be received after THIS DAY, Saturday, the 29th inst.

ADAM AND ANDERSON, Secretaries.

Aberdeen, March 25, 1845.

VICTORIA PARK CEMETERY COMPANY.
—Owing to the very numerous applications for shares, the ALLIANCE WILL TAKE PLACE on the 31st day of April, instead of the 10th, as previously fixed, after which date no further applications can be received.
By order of the board,
JOHN HUMPHREYS,
Solicitor and Registrar, 6, Spital-square.

THE PATENT GALVANISED IRON COMPANY beg leave to announce to the public, that they are prepared to SUPPLY ROOFING, SHIP SHEATHING and FASTENINGS, CHAINS, and the endless variety of articles to which iron, not subject to rust, may be applied.—Testimonials may be seen by application at the office, 3, Mansion House-place, London.

CAUTION.—THE PATENT GALVANISED IRON COMPANY having ascertained that certain parties are infringing their PATENT by the MANUFACTURE and SALE of a SPURIOUS and COUNTERFEIT ARTICLE, to the injury of the company and the detriment of the public, hereby give NOTICE, that this COMPANY have the SOLE PRIVILEGE of manufacturing and selling IRON COATED WITH ZINC, commonly called "Galvanised Iron," and that they will inflict the utmost PENALTIES of the law upon all PERSONS MANUFACTURING or SELLING the same without their authority, as well as upon all persons buying or using any Galvanised iron not manufactured by them, or sold by their authority.
3, Mansion House-place, London, Jan. 24, 1845.

AT A MEETING of the Inhabitants of the city of Lincoln, held at the Theatre, on Wednesday, the 25th day of March, 1845, convened for the purpose of considering the decision of the Board of Trade, as it regards the railways affecting Lincoln. Present—John Coupland, Esq., in the chair; The Hon. William Ashley, The Chisholm, Mr. Farquhar, Mr. Morley, as a deputation from the Direct Northern Railway; Mr. Bruce and Mr. Roney, on the part of the Cambridge and Lincoln Railway, and more than 1200 citizens of Lincoln.

On the motion of the Rev. J. O. Dakyne, seconded by Thomas Nettleship, Esq.: Resolved.—That this meeting has heard with the utmost satisfaction the decision of the Board of Trade, as it regards their intention to report to Parliament against the London and York Railway, and in favour of the Cambridge and Lincoln, and the Direct Northern as lies north of Lincoln, the Nottingham and Lincoln, and the Grimsby, Gainsborough, and Sheffield Railways.

That the line from Cambridge through Lincoln to York will be much more speedily accomplished, and at a much less cost than the proposed London and York line, while from the extremely favourable nature of the country a rate of speed in travelling may safely prevail, which secures to this line a most decided advantage over the London and York line.

That the extension of the line to Farnborough-street offers the greatest advantage to Lincolnshire immediate access to Smithfield; whereas the terminus of the London and York is at the distance of two miles from that important market.

That this line southward will afford the cheapest and readiest access to the metropolis and its various markets, and northward will connect Lincolnshire with Rotherham, Sheffield, and Manchester, and by crossing the proposed Wakefield, Pontefract, and Goole line, and the Leeds, Selby, and Hull line, will supply a ready communication with all the other West Riding markets, while the proposed line from the city to Nottingham, will bring this great agricultural county into connection with the populous and important manufacturing districts of Birmingham, the Potteries, the Derbyshire and Nottinghamshire coal field, &c., and thus becoming the channel through which the great stream of traffic running north and south will flow—Lincoln will be made a great central depot for manufacturing and agricultural produce, and a station of the first importance. That none of the existing modes of communication will be closed. Whereas, should the London and York line be constructed, the traffic north and south would be carried along a line several miles west of the city of Lincoln, its railway accommodation would be confined to an inconvenient and circuitous branch line, along which little traffic would flow, and the periods of transit would be few and restricted, at the same time that a monopoly of the most grievous and hurtful nature would be perpetuated. That for these reasons, it is of the highest importance that all persons interested in the prosperity of the town, should use every exertion to support the decision of the Board of Trade, and to secure to themselves the incalculable advantages which will be derived from the formation of the railways above-mentioned.

On the motion of Mr. William Fisher, seconded by Mr. Thomas Newton; That copies of these resolutions be forwarded to the members of Parliament for the city and county of Lincoln, and the boroughs of Stamford, Grantham, Boston, and Grimsby, with a request that they will support the above railways; and that petitions in accordance with these resolutions be prepared forthwith, to be presented to both Houses of Parliament, in support of the same.

On the motion of Mr. T. J. N. Brogden, seconded by Mr. Oldfield; That this meeting has heard with the utmost satisfaction, that parties connected with the London and York line, are hiring hordes of labouring men at 2s. each, to attend at the county meeting in the Castle-yard, on Friday next, to hold up their hands in favour of the London and York line. That this course of action alone shows that the supporters of the London and York Railway are conscious of their weakness, and of the unpopularity of the line which they advocate; and that Chas. Seely, Esq., be respectfully requested to attend the county meeting on behalf of this assembly, to expose to the gentry of the country, the means taken to bring together the bands of labourers selected to hold up their hands; the intent being to mislead the gentry in the meeting in question.

On the motion of Mr. Freshney, seconded by Mr. Thornton; That the following gentlemen be appointed a Public Railway Committee, to watch over the interests of this city, with reference to railway matters, and to call public meetings of the citizens on the subject, if they should think circumstances render such a course necessary, and that the following gentlemen do constitute such committee:—John Coupland, Esq.; Dr. Charlesworth; H. W. Woot, Esq.; William Henry Brooke, Esq.; Mr. Parry; Mr. Newton; Mr. Alderman Blyth; Mr. William Norton; Mr. Johnson, ironmonger; Mr. Wilkinson, wharfinger; Henry Williams, Esq.; Joseph Moore, Esq.; Mr. Charles Ironfounder; Mr. George Sharpe; Mr. John Norton; Mr. Stephen Harrison; Mr. William Freshney; Rev. G. D. Whitehead; Rev. G. Riggs; Mr. T. J. N. Brogden; the Rev. J. O. Dakyne; and that Mr. T. J. N. Brogden be requested to act as secretary.

The Chisholm and Mr. Bruce (being called upon) severally addressed the citizens. Moved by the Hon. William Ashley, seconded by William Norton, Esq.; That the best thanks of this meeting be given to the chairman for his able and impartial conduct in the chair. (Signed) JOHN COUPLAND, Chairman.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

SMART'S ELLIPTICAL CONVEX METALLIC FLOATS.
FOR STEAM-SHIPS, as applied to the Bristol and Dublin steamer SHAMROCK, and to the SWIFT, between Newport and Bristol; and also to the OSPREY, running between Bristol and Waterford. The patentee has now the satisfaction to announce, that, in addition to the ships already named, he has granted a LICENSE to the Bristol General Steam Navigation Company to USE his PATENT FLOAT in all their steam-ships, comprising the Dublin, Cork, Waterford, and the various channel port steamers, varying in power from forty horses to two hundred each.

The numerous ADVANTAGES attending this valuable invention may be seen below:

1. The appearance of these floats is light and elegant.
2. Their durability and stability are indisputable, as may be instanced by the Shamrock steamer, which has been fitted with them for nearly twelve months, and has since steamed twenty-five thousand miles. The floats are now in use on the OSPREY.
3. Vibration is reduced so as to be scarcely perceptible; thus, the engines are eased, and both they and the ship suffer less wear and tear; and, from their peculiar form, they are strikingly advantageous in cases of strong head wind and heavy sea. Backwater and undulation is also reduced to its smallest quantum, and thereby lessening the chance of accident to small boats, barges, &c., which has hitherto been consequent on the operation of the common paddle-boat, particularly in crowded rivers.
4. They more readily arrest the progress of a ship in chances of a collision, the concave side taking the water when this operation is performed. This is of great importance in preventing collisions, or backing off a shore.
5. They are very simple, and are easily applied to any paddle-wheel, at nearly the same cost as the common float, and THEY INCREASE THE SPEED MORE THAN ONE KNOT PER HOUR.

For license to use them (for which the charge is 10s. per horse-power), apply to the patentee, Mr. ROBERT SMART, 5, Grenville-place, Hotwells, Bristol, who will personally attend the fitting, if required, his travelling expenses being paid.

AGENTS.

- Messrs. George Lunell and Co., engineers and shipbuilders, Bristol.
- W. J. Le Feuvre, Esq., Southampton.
- J. N. Smart, Esq., Swansea.
- Thomas Mowatt, Esq., engineer, Leith, near Edinburgh.
- Scott, Sinclair, and Co., Greenock.
- W. H. Hutchinson, Esq., Hull.
- A. R. Pim, Esq., Dublin and Liverpool.
- Stokes, Coulson, and Co., 12, Clements-lane, London.

Testimonials of the highest order, on application to the patentee or his agents. Bristol, December, 1844.

SEYSEL ASPHALTE COMPANY.—"CLARIDGE'S" PATENT.—Established 1838. This Asphalt is a bituminous limestone, obtained from an inexhaustible mine at Pyramont, in the Jura mountains. Previously to its introduction into this country, in 1838, the material had been used for many years in France, and from its great utility, was extensively patronised by the Government of that country.

Among the various uses to which it can be applied, the following may be enumerated:—For foot-pavements, public and others; in the carriage approach to mansions, garden-walks, and terraces; the flooring of kitchens and other basement offices; also of coach-houses and stables, dog-kennels, barn-floors, cow-houses, piggeries, poultry-houses, turn-rooms, and malthouses. For roofing, covering of railroad and other arches, the lining of underground cellars near rivers, to prevent the ingress of the tides; also in covering the ground line of walls, to prevent damp rising (this application of the Asphalt of Sessel is particularly recommended by the Commissioners of the Fine Arts), thereby rendering the basement stories in the worst situations both dry and warm. It is an excellent cement, as applied to docks, breakwaters, or wharves built for resistance to the encroachments of the sea. For lining of tanks, fish-ponds, and other hydraulic purposes.

I. FARRELL, Secretary.
Sessel Asphalt Company's Works, "Claridge's Patent,"
Stangate Depot, London.

MERCHANTS AND SHIPPERS SUPPLIED FOR EXPORTATION.

Books of Instructions for Use, may be had of all booksellers in town and country, price 1s.

Just published, the Fourteenth Edition, price 2s. 6d.; free by post, 3s. 6d.

THE SILENT FRIEND: a medical work, on Human Frailty.
Nervous Debility, constitutional weakness, excessive indulgence, &c., with Observations on Marriage, &c. By R. and L. PERRY and Co., surgeons, London. Published by the authors, and sold at their residence; also by Strange, 21, Paternoster-row; Hannay and Co., 63, Oxford-street; Noble, 109, Chancery-lane; Gordon, 146, Leadenhall-street; Purkiss, Compton-street, &c., London.

The CORDIAL BALM OF SYRIACUM is a stimulant and renovator in all spasmodic complaints. Nervous debility, indigestion, asthma, and consumption, are gradually and imperceptibly removed by its use, and the whole system restored to a healthy state of organisation. Sold in bottles, price 11s. and 33s.

PERRY'S PURIFYING SPECIFIC PILLS have long been used as the most certain remedy for scorbutic complaints of every description, eruptions of the skin, pimples on the face, and other disagreeable affections, the result of an impure state of the blood. These pills are perfectly free from mercury, calomel, and other deleterious drugs, and may be taken with safety without intermission, at 2s. 9d., 4s. 6d., and 11s. each, by all medicine vendors.

Messrs. Perry and Co. may be consulted at their residence, 19, Berners-street, Oxford-street, daily, from eleven till two and five till eight. On Sundays from ten till twelve.

BRISTOL AND EXETER RAILWAY.—THIRD SHARES.
—NOTICE.—Scrip Certificates of THIRD SHARES in this company may be obtained on application, personally or by letter, at this office, after the 25th of March, in exchange for BANK RECEIPTS for DEPOSITS, with the names in full, and the address of the parties entitled to them. By order of the directors,
Office, Broad-street, Bristol, March 22, 1845. J. B. BADHAM, Secretary.

EASTERN COUNTIES RAILWAY COMPANY.
—NOTICE is hereby given, that a SPECIAL GENERAL MEETING of the proprietors of this company will be HELD at the London Tavern, Bishopsgate-street, London, on Thursday, the 10th day of April next, at One o'clock precisely, for the purpose of considering and determining upon a plan to be then submitted to them by the board of directors, for raising £710,400 (the amount authorised to be borrowed by the Company's Acts of Parliament) by the issue of 48,000 new shares of £14 16s. each, to be appropriated in the proportion of one new share for each three existing shares or sums of £14 16s. each in the consolidated stock of the company; the instalments or calls upon such new shares to be payable at such times as shall provide the monies for paying off the existing debentures, bonds, and loan notes of the company, as the same respectively fall due.
HENRY BOSANQUET, Chairman.
ROBERT CROSBIE, Deputy-Chairman.
Office, London Terminus, March 15, 1845.

EASTERN COUNTIES RAILWAY COMPANY.
—EXTENSION TO ELY, CAMBRIDGE, BRANDON, AND PETERBOROUGH.
EXTENSION STOCK.—No. 1.
Notice is hereby given, that the FIFTH INSTALLMENT of ONE POUND per share on each share in the above stock becomes DUE on the 5th of April next, and will be received by any of the company's bankers, on the production of the call note issued to the registered proprietors of this stock. Holders of scrip, or of bankers' or office receipts, for the deposit of 13s. 4d. per share in the above stock, who have neglected to send in those documents for registry, are reminded that, pursuant to the notice to that effect, it is in the power of the directors to register, as the owners thereof, the names of the persons who originally executed the Parliamentary Contract Deed, and that the calls for the payment of the remainder of the instalments can then be made on the last-mentioned persons so registered, and the holders of scrip or receipts aforesaid not sent in for registry will forfeit their right and title to the shares represented by the same, which can only be transferred afterwards by transfer from the original proprietors.
By order of the board,
A. BULKELEY, Secretary.
Office, Shoreditch Station, March 26, 1845.

ARMAGH, COLERAINE, AND PORTURUSH RAILWAY COMPANY.—Notice is hereby given, that the OFFICES of the COMPANY have been REMOVED to 28, THREADNEEDLE-STREET.—March 20.

CORK, MIDLETON, AND YOUGHALL RAILWAY.
WITH BRANCHES TO COVE AND FERMOY.
(Provisionally Registered.)
TOTAL LENGTH FIFTY FIVE STATUTE MILES.
Capital £500,000, in 10,000 shares, of £50 each.

No shareholder to be liable beyond the amount of his subscription.—Interest at 4 per cent. will be allowed on calls until the line shall be made.
Deposit £2 15s. per share, of which £1 5s. must be paid on allotment, and £1 10s. when required by the committee.

PROVISIONAL COMMITTEE.
The Earl of Mountcashel
Lord Viscount Midleton, London
Lord Viscount Ponsonby
Sir Arthur de Capel Brooke, Bart., Oakley, Kettering, a director of the Churnet Valley Railway
George Ashlin, Esq., 50, Mark-lane, London
Sir Richard Musgrave, Bart., Tourney, county Waterford
Sir Edw. Syngue, Bart., Lisles House, late High Sheriff of the county Cork
Honourable Robert Hare, J.P., Ballinmore, Co. F.
Garrett Standish Barry, Esq., Lismara, late M.P. for the county of Cork
Sampson T. W. French, Esq., J.P., Cuskerry, Co. W.
Edward Odell, Esq., D.L. and J.P., Carew's Wood, Castle-martyr
Roger Green Davis, Esq., J.P., Drumdilly, Killeagh, county Cork
Richard Frankland, Esq., Ashgrove, Cove
Nicholas M. Cummins, Esq., J.P., Anne Mount, New Glanville
Thomas John, Esq., J.P., Manager of the Bank of Ireland, Youghall
Thomas S. Coppinger, Esq., Midleton
James Murphy, Esq., Midleton
William Fagan, Esq., late Mayor of Cork
Francis Lyons, Esq., Cork
Thomas Foley, Esq., Tourney, Lismore
Robert Holmes, Esq., J.P., Cove
William Lane, Esq., J.P., Vernon Mount, Cork
Henry Barry, Esq., Barry's Lodge, Midleton
Philip Scott, Esq., Cove
Thomas M. Green, Esq., J.P., Killeagh, county Cork
Robert Murray, Esq., Douglas House, Cove
Abraham Fisher, Esq., Youghall
Michael Cagney, Esq., Cove
(With liberty to add to their number).
ENGINEER.—Sir John Macell, C.E., LL.D., F.R.S.
SECRETARY.—Bartholomew James Hackett, Cork.

Messrs. Pontifex and Moggie, 5, St. Andrew's-court, Holborn-hill, London.
Murdock Green and Samuel P. Townsend, 61, Upper Sackville-street, Dublin, and 9, South Mall, Cork.
The Commercial Bank of London; Glyn, Halifax, and Co., London; the Bank of Liverpool; Liverpool; the Manchester and Salford Bank, Manchester.

BANKERS IN IRELAND.
The National Bank of Ireland; the Provincial Bank of Ireland; and their several branches.
The objects to be attained by this undertaking are of a highly important character, and of great interest to the several towns in the eastern division of the county of Cork, as well as the adjoining counties of Tipperary and Waterford. It will directly connect the city of Cork with the important towns of Youghall, Fermoy, Midleton, and Cove, and become the sole means of transit for goods and passengers to these towns and the adjoining districts. The line from Cork to Midleton will be twenty-and-a-half miles in length, and will pass near the villages of New Glanville and Carrigrohilly; the passenger traffic on the existing road is not surpassed on many in the kingdom. From Midleton, the line will proceed by Castle-martyr and Killeagh to Youghall, a distance of about fifteen miles, thereby opening a direct communication with the county of Waterford, and passing through a range of country which possesses many natural advantages. Between this and the sea coast is a large and populous district (in which is situated the town of Cloynce), at present dependent upon the roads through Midleton and Cove for intercourse with the city of Cork.
Between Cork and Midleton a branch will be made to the town of Cove, a distance of five miles.

The harbour of Cove is the most important naval station in Ireland, and from its natural advantages must always hold its high position. As a residence during the summer season, Cove has long been celebrated; and the daily concourse of visitors to it and the various places adjacent, is not exceeded by that to Kingstown, near Dublin. Even during the winter season, the mildness and salubrity of its climate make it invaluable as a place of sojourn to invalids, and the intercourse between Cork and Cove is very great, and will be much increased by the proposed railway communication.

Near to Midleton, a branch of about seventeen miles in length will be made to the town of Fermoy, thus opening a communication with a rich and populous district, the traffic of which is, by the second report of the railway commissioners, stated to be greater than that of any other south of Dublin, and connecting its great commercial and military centre, Fermoy, with the deep water at Cove, while, beyond the Fermoy terminus, the towns of Mitchelstown, Killybeg, and Glanworth will participate in the advantages of the intercourse. The time which will be necessary for the journey between the several stations on the line may be thus stated:—From Cork to Youghall or Fermoy, and from either of the two last-mentioned places to the other, or to Cove, will occupy less than one hour; and from Cork to Cove, and from Midleton to each of the other towns on the line, less than half an hour. The surveys and estimates having been entrusted to Sir John Macell, the utmost reliance may be placed on their accuracy. The estimated cost of the line, including stations, working establishments, &c., will not exceed £10,000 per mile.

The landowners along the line have been consulted, and, without a single exception, are favourable to the undertaking.
At public meetings of the gentry, landowners, and inhabitants, held at Cork, Midleton, and Youghall, the traffic tables and estimates were submitted and investigated, and the project met with unanimous approbation.

The traffic, carefully taken, shows the following results:—
Passenger traffic, at 14d. per mile £34,084 6 3
Coach parcels (estimated) 1,145 0 0

Which, being doubled for increase by railway, gives £69,458 12 6
Merchandise, at 2d. per ton per mile 17,724 3 4
Mails, at 9d. per mile 3,724 10 0
Cattle, sheep, and pigs 2,001 13 4
Troops, baggage, &c. 2,900 0 0

From which is to be deducted for working expenses, 30 per cent., or £76,408 19 2
Leaving a surplus of £29,923 13 2

divisible as a profit amongst the shareholders, and allowing a dividend of 10 per cent. on the capital.

Applications for shares to be made to, and copies of the prospectus had from, Messrs. John Field, Son, and Bailey, 9, Warminster-street, London; Messrs. Boyle, Low, Pim, and Co., College-green, Dublin; W. A. Browne, and S. R. Hoaly, Liverpool; Messrs. Raiton and Son, and Messrs. Johnston, Bradley, and Walker, Manchester; Messrs. Alsop and Son, Hull; Messrs. Bell and Rhodes, Leeds; L. Wetherburn, Huddersfield; P. Nightingale, Wakefield; W. H. Cowling, York; T. Kell, Birmingham; James Redford, Jun., Glasgow; and the secretary and solicitors, at the offices, 5, St. Andrew's-court, Holborn-hill, London; 9, South Mall, Cork; 61, Upper Sackville-street, Dublin; and Youghall.

FORM OF APPLICATION FOR SHARES.
To the Provisional Committee of the Cork, Midleton, and Youghall Railway, with Branches to Cove and Fermoy.

Gentlemen, I hereby request you will allot me shares in the above railway; and I undertake to pay the deposit of £2 15s. per share upon same or such lesser number as you may allot to me, and to sign the Parliamentary contract and the subscriber's agreement.—Dated this day of 1845.

I am, Gentlemen, your obedient servant,

Name
Description
Residence
Reference*
*No reference but to a banker, or a member of the provisional committee, or the solicitors in London or in Ireland, will be attended to.

DIRECT CORK AND LIMERICK RAILWAY.—NOTICE.
—As the detailed Report of the Board of Trade has now been presented to Parliament, all persons holding scrip certificates, or bankers receipts, in this company, are requested to send in their names and address, with the respective numbers of their certificate, or receipt, to the secretary, on or before the 8th of April next, in order to the arrangement of the affairs of the company.
Company's Offices, Albion Chambers, Adam-street, Adelphi, March 27, 1845.

NATIONAL PROVINCIAL BANK OF ENGLAND.

112, Bishopsgate-street, London, March 22, 1845.
The directors of the National Provincial Bank of England hereby give notice, that in consequence of the deaths of William Henry Sharp, Esquire, and George Hyde, Esquire, and the retirement of James Russell Todd, Esquire, and John Page Rende, Esquire, there will be four vacancies in the direction to be filled up at the Annual General Meeting of the society, to be held on the 8th day of May next, and that every shareholder intending to become, or to propose, a candidate for the office of director must, within ten days from the date hereof, signify by some writing, under his or her hand, to be left at the office of the society in the city of London, either his intention to become a candidate, or the name and place of abode of the candidate intended to be proposed by him or her.
By order of the court of directors,
DANIEL ROBERTSON, Agent and Manager.

N.B.—No proprietor is eligible to be elected a director, who has not been a proprietor of at least twenty £100 shares, or one hundred £20 shares, for six calendar months; or to propose a candidate, unless a proprietor of at least ten £100 shares, or fifty £20 shares.
KING'S COLLEGE, LONDON.—DEPARTMENT OF
GENERAL INSTRUCTION IN THE APPLIED SCIENCES, with a Special Course for Engineering and Architectural Students.—The CLASSES will be RE-OPENED on TUESDAY, the 1st of April.—Further information may be obtained at the secretary's office.—March 20, 1845. R. W. JELF, D.D., Principal.

OFFICE FOR PATENTS, 7, STAPLE INN, HOLBORN.
J. MURDOCH (successor and late assistant to Mr. Hebert) informs INVENTORS and PATENTERS, that at his OFFICE they can obtain

REFERENCE TO A CLASSIFIED LIST OF PATENTS.
(THE ONLY ONE EXTANT), which shows at one view all the Patents ever granted for any particular object, whereby they may save much trouble and expense, and procure information not otherwise obtainable. BRITISH and FOREIGN PATENTS OBTAINED, and USEFUL and ORNAMENTAL DESIGNS REGISTERED.
SPECIFICATIONS carefully prepared, and REPORTS of ENROLLED SPECIFICATIONS furnished on moderate terms.
FINISHED and WORKING DRAWINGS executed with accuracy and despatch.

GREAT BRITAIN MUTUAL LIFE ASSURANCE.
14, WATERLOO-PLACE, PALM-MALL, LONDON.
THE CHISHOLM, Chairman.
WILLIAM MORLEY, Esq., Deputy-Chairman.

GREAT ADVANTAGES OFFERED TO POLICY HOLDERS BY THIS INSTITUTION.

A large and immediate accession of assurances by the transfer of the policies of the "Achilles British and Foreign Life Assurance Association."

The whole of the PROFITS DIVIDED annually among the MEMBERS, after payment of five annual premiums.

An ample guaranteed capital, in addition to the fund continually accumulating from premiums, fully sufficient to afford complete security.

CREDIT given to MEMBERS for half the amount of the first five annual premiums without security.

CREDIT allowed to MEMBERS for the whole of the first five annual premiums, on a satisfactory security being given for their payment.

Transfers of policies effected and registered (without charge) at the office.

Claims on policies not subject to be litigated or disputed, except with the sanction, in each case, of a general meeting of the members.

An extremely low rate of premium, without participation in the profits, but with the option, at any time within five years, of paying the difference between the reduced rates and the mutual assurance rates, and thus becoming members of the society, and entitled to a full participation in the profits.

Extract from the Reduced Scale of Rates, for an assurance of £100.

Age.	One Year.	Seven Years.	Whole Life.
20	£1 0 9	£1 1 6	£1 13 11
30	£1 0 9	£1 3 3	£2 2 1
40	£1 5 6	£1 7 6	£3 6 4
50	£1 15 9	£2 1 6	£4 1 11
60	£3 3 5	£3 7 0	£6 8 3

Full particulars are detailed in the prospectus. A. R. IRVINE, Managing Director.

THE IRON TRADE.

This trade has, within the last week, still very considerably progressed: several eminent firms have refused all further orders, except at next quarter days' prices, and for delivery next quarter; while speculators have shown a slight disposition to give way, in a few instances, and the parcels were soon taken up. Scotch pig-iron still attracts the attention of speculators—5d. 10s. to 6d. has been freely paid in Glasgow, while a further advance is daily looked for; in Welsh pig-iron a large business has been done at 7d. 10s. In Staffordshire, the manufacturers have advanced their prices considerably; that of bar-iron has been raised 2d., hoops and sheets 2d. 10s., and other articles in proportion; this was definitely determined on at a meeting of the Staffordshire ironmasters, at Wolverhampton, on Wednesday last. The wages of the workmen have also advanced in that district 75 per cent., and the men are still looking forward for a further increase. The makers, who are extremely full of orders, are greatly annoyed at the importunity of the men, who work less as they get more money. Though the above prices may appear considerable, monied holders will not willingly sell at them, and it being known that most of the large consumers had exhausted their stocks, and must soon come into the market, smaller foundries are buying freely and doing a good deal of business. The merchants in Liverpool are indifferent about making sales, as, though their price is not very readily obtained, they know it will soon become the general rate, which usually rules about 10s. per ton above that in Wales. On the whole, the enormous consumption of iron, joined to the advance in wages, fully justifies the increased price, and if the demand continue, of which there can be no reasonable doubt, the rates will unquestionably assume a much higher figure.

NOVEL LOCOMOTIVE POWER.—An American correspondent has drawn our attention to a very ingenious application of the screw principle to the common locomotive, and as it professes to overcome inclined planes of any steepness, even though the greatest load be attached, with perfect ease and certainty, the discovery bids fair, if matured, to become of the greatest importance. By a very simple apparatus the driving wheels are lifted from the track on approaching the plane. A cogged-wheel of small diameter is attached to, and derives motion from, the axle. This wheel plays into another cogged-wheel of greater diameter, and that in its turn gives motion to an everlasting screw placed longitudinally beneath the engine. Along the centre of the track, on the inclined plane, a series of strong wheels, moving freely on their pivots, and inclined to the horizon at the same angle with the plane, are so placed that they correspond with the threads of the everlasting screw beneath the engine. When the engine reaches the plane, motion is given to the screw from the engine itself; and its power is capable of being increased to any point by increasing the ratio of the diameter of the cogged-wheels, turning the screw to the diameter of the wheel deriving motion from the driving axle of the engine. In addition to this, the engine has added to it a method for overcoming with ease the heaviest grades. It consists of the addition of a new set of wheels, which derive motion from the driving axle of the engine, and which have their power immeasurably increased by the interposition of several wheels of greater diameter than the one deriving motion from them from the driving axle of the engine. These wheels, when heavy grades are to be overcome, are made the driving wheels of the engine, and move on an inner and more elevated track, which is made for the purpose over the heavy grades. By this mode a vast addition is given to the power of the engine. The inventor anticipates very great advantages as resulting from this adaptation: among other benefits, he promises a great saving in expense, additional safety to passengers, and invaluable facilities of constructing lines in positions hitherto considered wholly unsuited for such purposes. Should such prospects be realised, more especially the last, the benefits are incalculable.

ATMOSPHERIC RAILWAY.—The merits of this system, discussed and tested as they are at the present moment in so many shapes, are likely to be soon satisfactorily decided. On Wednesday last, Lord Howick, Mr. Bingham Baring, the Right Hon. F. Shaw, Members of the House of Commons Committee on the Atmospheric system, and Mr. Cubitt, the engineer, arrived in Kingstown; and, assisted by Mr. J. Pim (the treasurer of the Dublin and Kingstown Railway), inspected the line from Kingstown to Dalkey. In the course of the day, being joined by Mr. Gibbons (the engineer to the company), Dr. Romney Robinson, Prof. McCullagh—whose mathematical attainments are unrivalled in Europe—Prof. Kane, Mr. George Roe, and several of the directors, they proceeded along the line at the rate of fifty miles an hour, notwithstanding the frequency and sharpness of the curves. Very minute enquiries were made respecting the details of working, and everything connected with the practical operation of the Atmospheric system. This investigation is useful in more respects than one; it is calculated to elicit most valuable information respecting the merits and feasibility of the principle, thus setting the long disputed question of its advantages virtually beyond doubt; and it will enable the public, whatever be the result, whether favourable or otherwise, to this particular invention, to judge more safely of the positive claims and relative superiority of the various improvements or modifications of the system. This information has been long needed, and we think the result cannot but be beneficial.

NOTICES TO CORRESPONDENTS.

IMPROVEMENTS IN THE MANUFACTURE OF STEEL.—We have received a letter from the author of the paper on this subject, published in the Journal a few weeks since, in which he states that he must decline, for the present, noticing the query of Mr. Osborne, of Macclesfield, in last week's paper.

REAL DEL MONTE MINING COMPANY.—Mr. Tyrrell's letter will appear in next Journal—it reached us too late for our present Number.

C. G. E.—We certainly were not aware that Mr. Blofeld's plan for cheapening the supply of gas had been previously printed, or we should have so stated when giving it insertion in our columns. The reply of our correspondent shall, if possible, appear next week.

We are preparing a history of all the different methods of submerged propelling, and, in order to render the paper as perfect as possible, we should feel obliged by the communications of correspondents on the subject.

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, MARCH 29, 1845.

We have from time to time deferred further notice of the "memorial" of the smelters, foreign mine adventurers, and the Liverpool "clique," which appeared in our columns of the 15th February, in the expectation of acquiring such information with reference to smelting at home and abroad, as might enable us to place before our readers the real question at issue, divested of the colouring given to it by interested parties. We regret, however, to say, that with all the kind promises and assurances of aid from our Cornish friends, the want of leisure, or that which is inexcusable—and to which, we fear, we must, in more than one instance, attribute the real cause—a want of appliance to the consideration of the subject—leaves us much in the position in which we were some weeks since. Thus are we compelled to fall back on our own resources, and must needs without such assistance cope with a subject of vital importance, but which we regret to find so much neglected. True it is that the MINING JOURNAL, as representing the interests of the miner, may naturally be expected to take the lead in advocating his cause, and upholding the mining interests of this country; but, we again repeat, this cannot be done single handed, and it is only by the assistance of those possessing information and practical experience, that we can expect to succeed in any endeavour we may make, which, we need hardly say, has for its object the welfare of "one and all."

We purpose, in our next publication, giving insertion to the Appendix entire, to which we have referred, but having had a copy placed in our hands, we cannot allow even a week to pass by without briefly directing attention to the main features which it presents. The document before us consists of sixteen pages, embodying the copy of memorial presented on the 3d of Feb., to the Board of Trade, as also one signed by certain parties interested in the mines of Chili, which was laid before the committee of the Privy Council for Trade, on the 11th of that month; to these are added other documents, consisting of abstracts, extracts, estimates, and summaries, in number 52, or one for each week in the year, and to which we shall direct our attention, dealing with the subject matter as briefly as its importance demands, and the insignificance of "The Appendices" require, while we reserve those observations which can only be perfectly understood when placed side by side with the allegations, the assertions, or rather, we should say, the misrepresentations of these ill-used, and deeply to be pitied, free trade slave-owners.

It is hardly necessary to advert to the memorial,—yet it, perhaps, deserves a passing word as connected with the other documents on which we feel called upon to make comment, and, therefore, we take its leading features.

The memorial sets out by stating as the ground-work on which application is made for the relief sought—that of repealing the duty on the import of foreign ores—that the quantity of foreign ores imported into this country, which, in 1831, was only 2,550 tons, had in the year ending January, 1844, increased to 55,720 tons, the value being estimated at nearly 900,000*l.*; and, then, modestly assumes, or rather states, that such "has been the means of securing to this country the manufacture and supply of full three-fourths of all the copper consumed in the world." This really must be amusing to those who can smile at the credulity which these gentlemen consider to be attached to the "committee of the Privy Council for Trade," and, were it not that interest and influence went hand in hand to promote the advantages of the few at the sacrifice of the many, we should be disposed to doubt the seriousness with which such an assertion is put forward. Let us see how the matter stands—the importation of 2,550 tons of ore in 1831, in the course of twelve years we find increased to the extent of 55,720 tons, or upwards of twenty times the quantity; this, while we admit that it undoubtedly adds to the supply or stock of copper, affords no new market or demand, while, if any increased consumption has taken place, such is certainly not attributable to the excess of production. The only consequence of which we are aware arising from the introduction of foreign ores being that of a reduction in the standard. The absurdity of the proposition that England has by the smelting of the mineral products of Cuba and Chili secured "to herself the manufacture and supply of full three-fourths of all the copper consumed in the world," which is assumed by the memorialists, or, indeed, advanced her position from that which she before possessed, and has ever since maintained—a position which we defy the United States, Belgium, or any other country, to compete with or destroy—is too manifest to require any comment.

The memorial proceeds to state the opinions of the parties whose signatures are attached thereto, to the effect—"that from the jealousy with which the duties are viewed by the foreign miners, and also by the foreign consumers of copper, the memorialists are informed, and believe, that the trade in foreign copper ore to this country, is likely to be materially diminished." The coolness and assurance with which the memorialists submit to the Board of Trade that "the principal advantages arising out of the existing trade of importing and smelting foreign copper ores in Great Britain, are realized by shipowners, merchants, smelters, proprietors of colliers, and, collaterally but in an important degree (!) (to use their own words) by the owners of British copper mines"—is really too bad. That the former are interested we admit, but that the latter derive an advantage, we deny—unfortunately the reverse is the case, as the "owners of British copper mines" know too well. We must not, however, dwell too long on this point, for the subject is one which calls for more than a passing remark, and we hope next week to be in a position to treat the memorial and the subscribers to its contents in a way they deserve, while, if their merits were duly appreciated, the one and other would be treated with contempt. We defer offering further remarks on the paper before us, as we intend to place before our readers, the document itself, with such comments and observations as we think meet. It was our intention to have given expression to the opinions we entertain, but, perhaps, it is only fair to give both sides of the picture, which will, at least, afford the opportunity to those who are interested in the subject, to judge of the correctness of the conclusions at which we have arrived, while we trust they will serve as a lesson to the Minister!

ROYAL NORTH OF SPAIN RAILWAY.

We have, in our past two Numbers, directed attention to this project, glad as we were to find that something like a mutual feeling, calculated to promote the interests of the two countries, had been manifested by capitalists at home and abroad; and, moreover, recollecting—if recollection were even necessary to be called into request—the sad effects which the investment of English capital, in advancing the interest of Spain, has been productive of to those who reposed a confidence in a government which, if not betrayed, has at least neglected the trust and honour in which the English capitalist confided. It is not, however, our province to deal with Spain or Spanish securities, otherwise than to express the pleasure we feel on finding that a prospect is held out of an advancement, as regards the interests of that country, the natural consequence of which must be the improved state of their finances, and hence a return to the capitalist; while, judging from analogy, no doubt can be entertained but that facility of communication, such as railways afford, and, at the same time, economising money as well as time, will tend to the prosperity of a nation, which, while it is proud, would, we believe, be honest, if that it possessed the means; and such will, and can, be acquired by the resources of the country being developed in a manner like the present.

We now arrive at the subject of more immediate moment, that of the construction of the line of railway projected from Aviles to Madrid, the first section of which is already taken up, and, in accordance with our promise of last week, we readily afford such data as will enable our readers to form an opinion of the prospective advantages which the speculation presents. On reference to Mr. McGregor's statistics, it appears that the population on the line of railway is upwards of 4,500,000, while those in the intermediate districts are more than 360,000; it is, however, to be observed, that the census taken was in 1827, and, allowing only an increase of 15 per cent., this would give a population of upwards of five millions and a half. The first section as stated in the prospectus, is from Aviles to Leon, about ninety miles, thus not only establishing Aviles as an important port, but facilitating the access with Madrid.

If, to assume the figures which have been submitted to us, we alone take out of a population—say, of two millions—merely one half per cent., while in railways in this country, we might fairly say five times the number, it would, on the contemplated terms of 3*d.* per mile, yield a revenue of 22,500*l.* per annum. We cannot, however, but think the charge to be too heavy; this, of course, depends on circumstances, into which we cannot enter. With reference to railway communication as an evidence of the increase, which may be calculated upon, we may observe, that, in Belgium the annual number of passengers travelling, as appears from the report of the Minister of Public Works, was equal to the entire population, being above 4,000,000 individuals who had passed over the line. We will now briefly mention the main points and objects from whence the revenue of the line of railway may be contemplated, 1.—*Coal.* The tract of country, between Aviles and Mieres—thirty miles—embraces the Asturian coal field, considered as the largest in Europe, embracing, as it does, upwards of 100 workable seams of coal varying from 3 to 12 feet in thickness. From the absence of any communication with the ports of Aviles and Gijon, except by mule and cattle cars, the exports are at present insignificant; while, we understand, that an offer has been made the Asturian Company to take 100,000 tons in the next twelve months for Algiers. It may here be observed, that, the duty on the import of coal in English vessels is 12*s.* 8*d.* per ton, and 9*s.* 8*d.* Spanish bottoms; while coal, it is represented, can be raised at about 4*s.* per ton, and after paying all charges attending its transit to Aviles, from the most distant collieries, may be put on board at 12*s.*, or less than the import dues.

It is assumed by the statistics before us, that the supply from the several collieries on the line will be equal to 400,000 tons per annum, which will yield a revenue of upwards of 120,000*l.* per annum. Corn and flour it is assumed will also give a large return, Leon, being the largest corn growing province in Spain, producing as it does about one-tenth of the entire quantity raised in that country. The advantage of a cheap and ready communication, such as a railway affords, cannot be rendered more manifest than by citing the prices given by Mr. McGregor, from which, it appears, that wheat put on board at Santander at 43*s.* per quarter, is sold on the spot immediately contiguous to the line of railway between Valladolid and Burgos at 26*s.* per quarter, and we may here remark that of the exports from Spain to Cuba in 1842 set down at 5,500,000 dollars, full one-half was represented by corn and flour, from this source alone it is estimated that an income of upwards of 40,000 per annum will be realised.

We next arrive at iron, the ores of which, varying in quality, are found in abundance in the locality of the coal measures and contiguous to the line; the importation of iron into Spain is virtually prohibited—the duty on bars being 15*l.* per ton, and pigs 35*s.* Furnaces are already in course of erection by the Asturian Mining Company, with rolling-mills, &c., which are expected to be in activity within the next six months. The transit of this metal, with the ores of copper, lead, &c., will tend to increase the returns, although not in a ratio to be compared with the passenger traffic and the dues receivable from the transport of coal, corn, and flour. We might follow out the tabular matter submitted to us, as including lime for agricultural purposes, fish, the conveyance of cattle, the carriage of wool, timber, salt, and general merchandise; but this would be to enter into detail, which we deem unnecessary, as all parties who may embark their capital will naturally satisfy themselves of the prospects which the adventure presents. We find the results of the estimates made, and which, we understand, have been submitted to Mr. Stephenson, and examined by him to give a revenue of nearly 260,000*l.* per annum.

Having performed our promise of giving an outline of the prospective advantages held out by the company, we leave to others to enter into the minutiae.

LIFE PRESERVERS.—We wish we could impress upon shipowners, and companies engaged in marine pursuits, the urgent duty of supplying every vessel with life preservers; instances daily occur of the value or necessity of them, and it is positively fearful to contemplate the loss of lives which otherwise might have been saved, by the simple adoption of this remedy. It is estimated that 2000 British sailors annually perish by shipwreck: we unhesitatingly, because confidently, assert that more than two-thirds of this number might be saved, were proper measures taken to ensure their preservation after immersion. It was only a few weeks since that a case occurred, incontestably proving our assertions, and loudly calling for some remedy—a vessel was wrecked on the Dunbar Sands, and all but one man perished, for want of something to cling to, after sustaining themselves for some time on pieces of spar, but which was not sufficiently buoyant to support them; one, however, seeing some pieces of timber floating by, placed a piece under each arm, and grasped them tightly, by which means he was sustained, and, being drifted to the shore, was eventually saved. Now, may we not fairly conclude, that not only was this life preserver of his own suggestion the means of saving his own life, but that, if proper means had been at hand, every life might have been similarly preserved? Surely, it is the positive duty of every man connected with naval transit, to employ every method for the preservation of life—it is a duty as sacred as it is responsible, and, unless in common humanity they perform it, legislative, or other equally stringent, measures, should be taken to compel them. We trust, however, it will only require a word to point out the obligations of every party to ensure universal acquiescence.

MISSOURI IRON MOUNTAINS.—We extract the following brief particulars respecting these far-famed mountains, from a lecture delivered by Prof. F. Shepherd, of New Haven, who had just returned, from a mineralogical tour, accompanied by Prof. Silliman:—"There are two of these mountains (he said) situated not far distant from each other, and forty or fifty miles west of the Mississippi. One of them (I understood him to say) was about 700 feet, and the other something more than 300 feet in height, that is, above the surrounding plain. The iron with which they abound, is a peroxide, consisting of twenty-eight parts iron and fourteen parts oxygen—thus constituting a very rich ore of iron. As you approach either of these mountains, and before you get to them, you find lumps and masses of this form of iron scattered like the stones in New England. Advancing, you find the masses in larger numbers and greater size, and so on up the mountains till you approach their summits, where you will find one vast capping to the mountain of these rocks and stones, whose depth has never been explored! Of course, how far they go down, we do not know, nor what proportion of the substance of these mountains is iron, but we perceive the quantity there to be immense, almost beyond calculation—enough (I understood the professor to say), to supply the whole human race, even under the present vast consumption of iron, with that metal for ages to come. The base and sides of the mountain are thickly and beautifully wooded—even after you come to the immense cappings with which the mountain is rounded off, you find the trees every where shoot up among these rocks, although you can discover scarce a trace of soil."

EXPORTATION OF THE PRECIOUS METALS.—The following are the official returns of the exports of gold and silver from the port of London for the last week:—
Silver coin to Belgium 8,000 ounces.

MINERAL, RAILWAY, AND CANAL PROPERTY IN ENGLAND AND WALES.

Compiled from a Return, showing the Total Annual Value of Real Property in England and Wales assessed to the Property and Income Tax for the year 1842, ending on the 5th April, 1843:—

Counties.	Quarries.	Mines.	Iron-Works.	Canals.	Railways.
England:	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Berks	8874 15 9	—	—	—	—
Bucks	1230 10 0	—	—	—	—
Cambridge	577 17 8	—	—	—	—
Cheshire	17701 10 6	682 5 6	—	—	7273 0 0
Cornwall	11473 6 7	38473 6 7	—	—	3243 14 6
Cumberland	3909 0 0	3302 7 5	—	—	1186 0 9
Derby	21454 16 9	6004 13 6	—	—	104204 0 0
Devon	11564 8 9	1141 17 0	—	—	—
Dorset	6548 10 0	—	—	—	850 0 0
Durham	—	—	171089 16 8	—	—
Essex	—	—	—	—	—
Gloucester	10021 10 10	9899 0 9	—	—	3920 3 3
Hereford	1337 3 1	—	—	—	474 15 6
Herts	5490 14 11	—	—	—	—
Hunts	3781 17 0	—	—	—	—
Kent	442 10 0	—	—	—	1250 0 0
Lancaster	71590 8 11	348006 18 0	1174 0 0	—	593515 6 7
Leicester	35784 3 6	21397 7 10	—	—	72280 4 1
Lincoln	38473 2 2	—	—	—	—
Monmouth	26152 18 6	19340 8 7	56897 17 11	—	12540 17 1
Norfolk	150 0 0	—	—	—	—
Northampton	678 7 6	—	—	—	—
Northumberland	57534 17 0	130148 0 3	16196 18 10	—	—
Nottingham	10972 11 0	21503 16 6	—	—	—
Oxford	57372 7 10	—	—	—	—
Rutland	—	—	—	—	—
Salop	46627 6 10	50787 15 5	34729 1 2	—	—
Somerset	49752 2 8	47990 9 8	1296 19 3	—	3858 10 7
Southampton	1343 9 5	—	130 0 0	—	8982 8 0
Stafford	107517 10 1	196149 13 6	155685 19 4	—	2435 5 0
Suffolk	4954 14 2	—	—	—	—
Surrey	19618 11 3	—	—	—	191018 6 7
Sussex	2637 15 7	—	—	—	—
Warwick	190145 1 2	11456 1 7	—	—	61826 8 0
Westmorland	—	6134 1 5	148 0 0	—	—
Wills	10690 1 0	—	—	—	—
Worcester	19366 19 4	33376 6 0	3527 0 0	—	—
York	95510 13 5	67890 7 2	231715 11 11	—	—
Wales:	—	—	—	—	—
Anglesea	80 0 0	5833 15 9	—	—	—
Cardigan	1453 16 10	—	—	—	3309 0 0
Flint	1714 18 0	4365 9 6	1741 0 0	—	—
Lincoln	289 9 0	26669 3 1	3531 0 0	—	374 0 0
Merioneth	9728 13 9	263 10 8	—	—	600 0 0
Montgomery	412 11 0	20 0 0	—	—	—
Brecon	3187 0 0	—	10430 0 0	—	1470 0 0
Cardigan	9189 13 4	—	—	—	—
Merioneth	285 15 0	3535 13 1	—	—	970 0 0
Montgomery	399 0 0	61287 0 0	19848 0 0	—	17222 0 0
Pembroke	1690 4 10	7780 16 5	—	—	597 15 11
Radnor	79 0 0	—	—	—	316 0 0
London	—	—	—	—	42661 0 0
Westminster	75794 6 2	—	—	—	—
Middlesex	78410 1 10	—	—	—	960443 18 1
England & Wales	207009 8 8	1903794 5 10	412022 8 8	1229202 6 1	2417609 18 0
Scotland	33474 0 10	177592 15 7	147412 16 10	77891 1 1	181333 1 6
Great Britain	240483 9 6	2081387 1 5	554935 5 6	1307093 7 2	2598942 19 6

ZINC AND LEAD MINES OF FRANCE.

Within the past week there has appeared on the Bourse, at Paris, the Nouvelle Montagne Company, originated by the house of Iwan Simonis, of Verviers, with a capital of 3,000,000*l.*, for the manufacture, on a large scale, of the zinc and lead arising from the working of the mines of Engis, Prayon, and Nouvelle Montagne, at Verviers, near Liege. The company, we are aware, has been projected for some months, but the Royal Assent was necessary, before its shares could be brought officially into the market, although, we believe, some negotiations have been transacted at Paris, pending the sanction of the Government, which at once placed the confidence of the public in its stability and integrity beyond a doubt. On the first formation of the company the originators engaged the most eminent engineers to report upon the feasibility of the project; among others, M. Adolphe Lesoinne (Professor of Metallurgy in the University of Liege), M. de St. Brice (late Engineer-in-Chief of the French Mines), M. Lecompte (engineer of the same department), and Mr. James Wyld (Member of the Geological Society of France), were entrusted with the inspection of the mines, and after having also given considerable attention to the constitution of the company, they have drawn up the following report:—"That important works have been constructed by M. Simonis and the Duke d'Arenberg, who have furnished documents, stating the expenses to have amounted to 1,350,000*l.* In many parts the works have been extended and penetrated by galleries, running from 400 to 600 metres in length, and completed with shafts between 70 and 120 metres in depth, and by trenches cut on all sides. In one part alone a quantity of mineral for the manufacture of 24,000 tons of zinc has been already bored and prepared in such a manner, as to be immediately worked under far more advantageous circumstances, as the furnaces will be heated, in a great measure, with the pit coal coming from the beds cut by the same galleries that extract the ore. In another point of the working five or six tons of lead at the least could be manufactured daily. In many other parts of the works where exploring has been commenced, where shafts and galleries are in progress, the permanence and the wealth of the mine are equally established. In the clearance of old works, encouragement has been given for prosecuting further search. And, lastly, that they are warranted in entertaining confident and reasonable anticipations, founded on science, that the works and operations at Engis, Prayon, and of the Nouvelle Montagne, at Verviers, are of a character to furnish, for many years, an annual produce of about 4000 tons of zinc, and 2000 tons of lead, and that the cost of raising, including the expense of work and labour, will not exceed 25*l.* per 100 kil. for the zinc, and 20*l.* for the lead." If, now, we calculate that the market price of unfired zinc is 62*l.* 50*c.* per 100 kil. at Rouen, and 22*l.* 3*s.* per ton at London; and that of lead, English or Spanish, constantly maintaining a price at the different markets of consumption between 43*l.* and 45*l.* per 100 kil., it is fair to anticipate for this company a net annual profit of more than 50 per cent. on its capital. This result is such, that notwithstanding the documents in its defence, we should have hesitated to remark on it, had we not, to justify us, the accounts furnished by the management of the Nouvelle Montagne, which works a zinc mine ten leagues from Engis. The Anonymous Society of the Nouvelle Montagne, constituted with a capital of 5,000,000*l.*, successively increased its produce to 600 tons of zinc a year, and paid its proprietors, independent of the reserved fund, a net dividend of 20 per cent. at the end of the years 1843 and 1844; and, consequently, by a mortmain of the expenses which may fall upon it, it finds itself in a position to promise henceforward to its shareholders, a dividend of about 40 per cent. for the produce of 1845. Thus, the shares of this company, at first nominally fixed at 1000*l.*, are now largely sought for at 6000*l.*, and we should not be surprised if they should reach a figure much higher than even this. La Nouvelle Montagne, whose capital is only 3,000,000*l.*, and which, after the reports of the engineers cited above, finds itself in a position at least as favourable both in the quantity—for it will produce 4000 tons of zinc, and 2000 tons of lead—and in quality of the mineral and the cost of working, inasmuch as it will only be obliged to purchase a small portion of the coal, cannot fall soon to follow the footsteps of its neighbour and predecessor. One fear only can be entertained, that an increase in the supply may not meet with a corresponding increase in the demand, at least without a sensible decline in the price. But any one who has watched the progress of this article for many years must see that this alarm is groundless; in fact, whilst since the year 1840, up to 1844, the total produce of zinc has been successively increased, till in the latter year it reached 10,000 tons, the supplies at the different markets were not greater in 1845 than they were at the same period in 1840. The employment of zinc has been, and will, for some considerable time to come, be, on the advance; the exportation for India, for example, did not exceed 2800 tons in 1843, and it has risen to more than 4800 tons in 1844. Now, the actual price, on a moderate calculation, not taking into account the increased consumption, though that is advancing every day, a produce of seventy-five tons a week could not affect the price of the markets either in London or Paris; for at London alone, a vast quantity of zinc is negotiated for weekly, and it is not surely seventy-five tons more put on the market weekly (even supposing the whole produce of the Nouvelle Montagne was transferred to London), that would be able to change the current prices. We will add, that what greatly contributes to inspire us with confidence in this enterprise of the Nouvelle Montagne is, that in a united capital of only 3,000,000*l.*, the portion of M. Simonis and his partners is named at no more than 1,800,000*l.*, payable in shares, and that the remaining 1,200,000*l.* allotted to the new shareholders are exclusively devoted to the construction of the necessary establishments for an extensive working, and also that M. Simonis and Co. have, of themselves, consented to leave on stock 500 shares for two years, whilst the Members of the Administrative Council, and the commissioners engaged by the shareholders, are, on their side, bound to leave on stock 250 other shares during the entire period of their office, so that there will be 750 shares inalienable, or the fourth of the combined capital, serving as a guarantee for the conduct and completion of the undertaking. In the month of October last, the Administrative Council of the Nouvelle Montagne voted that the 1,200,000*l.* subscribed by new shareholders should be applied to the immediate construction of sixty zinc and eight lead furnaces, and they will be finished in a manner so as to enable the commencement of the entire works, to be generally entered on in the month of June, or at the very latest, in that of September next.—Abridged from the *Journal des Chemins de Fer*.—[The shares of the Nouvelle Montagne, on which 1000*l.* have been paid, are now quoted on the Bourse at 3200*l.*]

Original Correspondence.

THE COAL TRADE MANIFESTO.

Sir.—I have already told you that I had never seen Messrs. Lyell and Faraday's Report to Government, Sir James Graham having declined sending me a copy on my application for one; therefore, all I know about it, has been collected from Messrs. Mather and Dunn's several pamphlets, and the incidental allusions to that report by some of your correspondents. I have, however, been favoured, by the kindness of a friend at Newcastle, with a copy of what I shall call the *manifesto* of the "coal trade," addressed to Government, and EXTREMELY CONDEMNATORY of Messrs. Lyell and Faraday's proposition for ventilating the goaves, &c., and, as it is rather a remarkable document, I shall make free use of it.—What matter, then, that my Lord Londonderry should have been so complimentary to Government for the course they had adopted respecting the better ventilation of coal-pits—expressing, too, a belief that the report of Professors Faraday and Lyell, which, after a consideration of the coalowners' suggestions, would be eventually submitted, would prove highly beneficial to the miners generally! Now, be it known, in the first place, that Government has adopted no course whatever respecting the better ventilation of mines; and, in the second place, the "coal trade," or coalowners, have offered no suggestions, but rejected, in *toto* , the proposals of Messrs. Lyell and Faraday, as utterly impracticable, or, if practicable, entailing an expense which puts an extinguisher and negative on the entire recommendation of these distinguished individuals. What marvel, then, I repeat, that that sagacious nobleman, my Lord Londonderry—whose unique pamphlet was some time ago so roughly handled by *The Times*, and the gist of which was, that "horse was more excellent than his rider"—or, in other words, that matter was everything, and mind nothing; the former, therefore, the one thing needful—should chuckle over the compromise, as I fear it may too justly be called, between Government and the coalowners. "It's no for naething the glen whistles," is the Scottish proverb, and Lord Londonderry supplies the commentary. But to the manifesto itself. This precious document professes to issue from the "Coal Trade Office," and bears the date of 7th February last. After some self commendation, and a tribute to the "tone of candour," which pervades the report of Messrs. the commissioners, the manifesto plainly tells them that they wanted "that amount of practical information" which was necessary for the investigation, and which would have greatly modified their views. The document, after this unceremonious rebuke, proceeds to tell them, contrary to their view of the case, that working the upper seams first in order, is the usual practice, and that the contrary is the exception, and arises from sufficient reasons for the change of order, and then states that the mine is most effectually drained of its noxious gases, by working those parts in the first instance, where they are found most to prevail, which, as a general rule are the deepest portions. After this piece of information has been vouchsafed, the manifesto then endeavours to palliate this no very complimentary and unceremonious diatribe, by saying, as a matter of course, that they "entirely coincide" with Messrs. Lyell and Faraday's—I cannot but fear, temporising and pusillanimous—remarks, that "the interests of individuals of the country are fortunately the same," and so forth; and though ventilation is admitted to be of consequence, "there is a limit to the sinking of shafts," &c. Here, of course, Messrs. the coal proprietors, and the Government commissioners are as one; and it is just here where these *arrogans* have failed to support their proper dignity, and had they held a nobler and more manly tone and bearing, these gentlemen would not have taken the liberties they have done with the Government commissioners—I must confess that I think this was naturally to be expected, and they have themselves to blame. It would not be difficult to vindicate Messrs. Lyell and Faraday from many of their *invenidos*, but they are sufficiently able to defend themselves. The manifesto then proceeds to cite two cases—the only two be it known, in reference to sinking for coal underlying the magnesian limestone—as illustrating the enormous expense incurred in sinking shafts generally, where by encountering quicksands, and requiring caissons and immense steam-power, the cost was certainly very great, but it is only, as it were, a thing of yesterday, that coal was ever suspected to underlie the magnesian limestone; and to cite two isolated exceptions, as confirmatory of the expense of sinking shafts in common, is not only illogical but supremely absurd—the *crane repetita* of what was urged on the Parliamentary inquiry in 1836. Then succeeds a *paean* on the improved, and still improving, modes of ventilation, in dividing, or "splitting," the air, "enlarging the section of air channels," and the "larger sectional area" of the shafts, and more powerful ventilating furnaces.

"An' a that, an' a that,
And meikle mair than a' that."

One would really imagine from these, and similar lucubrations, that the working and ventilating of coal mines in Durham and Northumberland was the very paragon of perfection—left nothing to be desired; and that explosion was a thing altogether impossible. That such a catastrophe was a bugbear and a phantom of the imagination—a complete "Will o' the Wisp!" Notwithstanding all this, however, explosions are constantly occurring, and are ready to burst forth at any time, we know not how soon. Surely, safety lamps may well be dispensed with under such conditions of *ne plus ultra* excellence of arrangement and management. Having thus lectured Messrs. Lyell and Faraday, these *sophi* proceed to tell them that they are even ignorant of the nature and extent of goaves, and that so far from being limited even to one hundred acres, such may be co-extensive with the entire excavation!—thus charging these highly scientific individuals with ignorance of the nature and extent of a "goaf." There is very little courtesy, certainly, in all this. Of a similar character is their endeavour to prove that the Government commissioners are even ignorant of the true circumstances under which the gas is found, and the proper localities where it is lodged, and conditions which determine these. This is the "unkindest cut of all." Messrs. Lyell and Faraday may rest assured that the proprietors of coal mines will take especial care that "little, if any, coal shall be lost to the country." I must confess that their anxiety on this point is a work of supererogation—certainly it is the last thing I should think them chargeable with; self-interest will take care of that. The manifesto then proceeds to condemn, *vi et armis*, the proposed plan of piping the goaves as impracticable—or, if practicable, as twelve miles of pipes would be required, the expense, at the very least, would be 21,000*l.*, "if not considerably more"—"perhaps even double that sum!" Then follows another slap at the assurance of Messrs. Lyell and Faraday, for their suggestions and recommendations, by reminding them that such subjects as these can only be known, or rightly "appreciated by those who are intimately conversant with the nature of underground operations." This being enunciated, it is declared that of "ELEVEN great explosions," exclusive of that of the Haswell Colliery, which have occurred during the last fourteen years in the counties of Durham and Northumberland, they had, with the questionable exception of one, no connection whatever with goaves, but took place where the coal was in the "whole"—or, in other words, in those parts of the mine where the pillar working had not commenced—nay, even "goaves being guarded by safety lamps, are the least mischievous districts of a mine as relates to explosion!" "Thus (continues the manifesto) the danger which is chiefly to be dreaded, would not be obviated by the adoption, if this were practicable, of the apparatus recommended"—this is an extinguisher. The most suspicious part of the whole manifesto is an appended declaration of four hewers belonging, *let it be remembered*, to the Haswell pit, that the said Haswell pit is so free from the least taint of fire damp, that not a trace of it could anywhere be detected in any part of the mine—snow itself cannot be more free from contamination than is that paragon of pits!—*Cradat Judeus Apelles, hand nos*. I cannot but think the part here is *overacted*, I will not say that they are suborned witnesses, but they are a most suspicious testimony—first, because they belong to the mine; and, secondly, as appears to me, Haswell Colliery, in the very nature of things, cannot be so free from a possible trace of contamination as they represent it; for my own part, I value not their evidence a rush. The "coal trade" chimes in with the recommendation of the commissioners, for the necessity of extending the benefits of education to the miner, though, even here, they must venture to correct a misapprehension as to the "master wasteman," into which Messrs. Lyell and Faraday had fallen. To conclude: the manifesto is an unqualified condemnation, from beginning to end, of Messrs. the commissioners, except in mere irrelevant minutiae, of no earthly importance in any way, and where these gentlemen happen to give coal proprietors some credit for good intentions, not impugning motives—an act of courtesy due—I only fear that it may be found in the sequel that their conduct has been too temporising in its character.

Hull, March 25.

J. MURRAY.

BLACKWALL RAILWAY AND ITS ADJUNCTS.

Sir.—Your correspondent, "E. T. M.," in your Number of March 22, however sanguine he may appear to many, may not be so wide of the mark, as perhaps some others may imagine. Judicious junctions and associations

might contribute, far earlier than is expected, to that success which, sooner or later, must attend the Blackwall Railway; a cloudy day it has had, but a brighter one, I trust and think, is not so distant as present holders may apprehend. The eastern railways and the northern (such as the Chelmsford and Cambridge), by extending short branches, might obtain facilities to it, that might either bring them into the heart of London or a communication with the Thames, and in a rapid way reach the Greenwich, Brighton, South-Eastern, and Croydon, via Blackwall, and thus to the ports of Sussex and Kent, far superior and less inconvenient than their present terminus for passengers, from Essex, &c., wanting to continue their routes to Brighton and Dover, and vice versa. Look at the population on the Essex side of the Thames contiguous to London, or within fifteen miles of it, and it is surprising such a short branch has not been made by one of the companies to reach Leadenhall-street; or, were the Blackwall Railway to be continued in the direction of Tilbury, Rochford, and Southend, the results would much benefit the Blackwall. How much longer either that company or the railways through Essex, &c., will rest as they do—after the example of the judicious arrangements of the smaller railways in making branches to each other, on the Surrey and Kent side—can only be a matter of time. With your correspondent, "E. T. M.," I in a great part agree, and consider the dawn must be approaching fast.

London, March 23.

A PATIENT HOLDER.

Proceedings of Public Companies.

MEETINGS IN THE ENSUING WEEK.

MONDAY.—Van Diemen's Land Company, at Twelve—Patent Galvanised Iron Company, at One—Austrian and Sardinian Railway, at Twelve.
TUESDAY.—Trafalgar Railway Company, at One.
WEDNESDAY.—Clergy Mutual Assurance, at Two—Shrewsbury and Birmingham Railway, at Eleven—Glasgow and Ayr Railway, at One.
THURSDAY.—Great Leicester and Munster Railway, at One—Argus Life Assurance, at Two.

BRITISH AMERICAN LAND COMPANY.

The annual meeting of this company took place at the offices in Bucklersbury, on Thursday, the 27th inst., on which occasion the chair was taken by J. J. CUMMINS, Esq., in consequence of the absence of G. R. Robinson, Esq. (the governor of the company) who had sent in his resignation, on account of the state of his health rendering it inconvenient for him to attend to the duties of the office. The announcement was heard with regret by the meeting. The CHAIRMAN having read the advertisement, said that the board had written to Mr. Robinson, in hopes that he would have reconsidered his resolution to withdraw from the direction, but he had sent in a reply in the negative, which was a source of much regret to him, as well as to the rest of the directors, who were all so well aware of the value of his services in their deliberations. There would be, in addition to the election of two directors and one auditor, in the room of those retiring by rotation, also a vacancy in consequence of the death of the late Wm. Pemberton, Esq., the retirement of Mr. Robinson would cause a fourth vacancy in the direction.

Mr. GILLESPIE (a director) read the minutes of the two last general meetings, which were confirmed. The proprietors, whose shares were forfeited by a resolution of these meetings, had since paid up their arrears.—Sir C. S. HUNTER, Bart., was glad to hear they had so much confidence in the undertaking.

Mr. GILLESPIE then read the minutes of the extraordinary general meeting, held in February last, which were confirmed.—The CHAIRMAN said that was an important meeting, and the governor thought, that all the circumstances connected with the 20,000*l.* then voted towards the railway, should be on record. The general balance-sheet, the report, and statement of accounts, were then read to the meeting.—In the report, the directors alluded to the present improved position of the affairs of the company. It will be in the recollection of the proprietors, that the directors stated in the last annual report, that they had caused to be prepared and appended thereto, a detailed statement to 31st Dec., 1843, embodying a general view of the past operations, and of the position of the company at that time, in order, that for the future, the annual report may contain the transactions of the current year only. As, however, Mr. Galt, under whose superintendence that very ample statement was drawn up, returned soon after to Canada, as the company's commissioner, and caused the books of the company there, to be arranged in conformity with that statement, charging the real estate with the whole cost of management from the commencement, with the amount of unsecured debts considered bad, and with the sum of 18,525*l.* 19*s.* 5*d.* heretofore paid on the shares as interest: the directors consider that it will be satisfactory to the proprietors, to have laid before them the very clear analysis of the company's affairs, arising out of a consideration of that account as it stood on 31st Dec., 1844, which Mr. Galt has transmitted with his balance sheet. The directors also submit the account of the London office, for the year ending 31st Dec., 1844. In reference to the projected railway from Montreal to the United States, intended to pass through the eastern townships, the directors have satisfaction in stating, that the Act of Incorporation has been passed by the House of Assembly, without one dissenting voice; and the letter received from the commissioner, by the last packet, leads to the belief, that with the encouragement granted by this corporation, the success of this important measure is no longer doubtful. With regard to the municipal tax, the directors are also enabled to state, that a bill has been brought before the Canadian Legislature, with the sanction of the government, which, if passed into law, appears likely to place the taxation upon an equitable principle. The sales of land, during the past year, to bona fide settlers, have amounted to 22,462*½* acres, for a sum of 14,160*l.* 7*s.* 1*d.*, being an average of about 11*s.* 0*d.* per acre. The general progress of the business, during the year, has been of a very satisfactory character. The commissioner's report thereon will be read at this meeting. The English shares stated to have been in arrears, and declared forfeited at the last annual meeting, have since, under the discretion given to the directors, been reclaimed and fully paid up with interest, except the following—James Wilson, 20 shares, 7*th* and 8*th* instalment due. This gentleman is absent from England. Edward Lewis Richards, 20 shares, 8*th* instalment due. Mr. Richards has come under an arrangement with the solicitor, to pay the amount with interest in June next. The commissioner has also taken steps to obtain payment of amounts due in Canada, in the cases where such discretion was allowed, and to carry out the forfeitures, in conformity with the resolutions of the last annual meeting. The following directors retire by rotation: Sir John P. Boileau, Bart., George R. Robinson, Esq., and Jas. J. Cummins, Esq., and there is a fourth vacancy created in the direction, by the lamented death of the late Wm. Pemberton, Esq. The directors have received a communication from Geo. Richard Robinson, Esq., in which he states, that it is not his intention to offer himself for re-election on the present occasion; that he had come to this resolution with considerable reluctance, but that the state of his health required some relaxation from the numerous avocations in which he was engaged. This event, especially as it arises from such a cause, is matter of sincere regret to the directors, and doubtless, the proprietors who have witnessed the great ability and courtesy, with which this gentleman has presided over the affairs of the company, from its formation, will feel that we sustain no slight loss from his retirement. Sir John Boileau and Mr. Cummins offer themselves as candidates for re-election; the other candidates are Charles Barry Baldwin, Esq., M.P., James Bruce, Esq., and Robert M. Calmont, Esq.; James Dowie, Esq., retires by rotation as auditor, and offers himself for re-election.

The general balance sheet and the auditor's report were then submitted, from which it appeared that the cash received in London in the year 1844 was 2,184*l.* 7*s.* 8*d.*, while the expenses, including the purchase of Exchequer Bills and all other disbursements, amounted to 1,774*l.* 15*s.*, leaving a balance in hand of 409*l.* 12*s.* 7*d.*, besides Exchequer Bills to the amount of 4,000*l.* The balance sheet transmitted, showed, as regards the position of the company's affairs in Canada, that their real estate consisted of 638,038*½* acres, representing a sum of 176,931*l.* 14*s.* 6*d.*; their moveables were of the value of 298*l.* 2*s.* 9*d.*, and their outstanding debts showed an amount secured on real estate of 48,931*l.* 6*s.* 2*d.*, which, with the unsettled purchases, balances due on bills, outstanding open accounts, and various other items, made up a total 230,425*l.* 4*s.* 4*d.*; the proprietors represented by the account headed Court of Directors, had remitted to Canada and paid in England, in the formation and management of the company, and in dividends to proprietors, the sum of (Halifax currency) 230,425*l.* 4*s.* 4*d.*

Mr. GILLESPIE read Mr. Galt's report, from which it appeared that the sales of land were expected to increase steadily, and that the price had risen from 10*s.* to 11*s.* 3*d.* sterling per acre. The success which had attended the new method of selling the lands had been very great, and since the period of its operation, 40,000 acres had been sold, and there was no reason to fear the continuance of the demand. The plan of taking the annual interest from the settlers, one-half in cash and one-half in produce, had lowered the expense of collection, and in some instances had left a small profit. The emigrants to the eastern townships had consisted mostly of French Canadians. The success of the collection of the outstanding debts had enabled the commissioner to cover all expenditure, and meet every claim against the company; besides which, a surplus of 184*l.* 2*s.* remained beyond the expenditure. The total collection from the various sources of revenue, amounted to 4,203*l.* There was a bill for 250*l.* sent over, which was the first bill received by the company in the shape of profit. Great expectations were rife that the Government would advance 100,000*l.* towards the contemplated railway from Montreal to the United States, which railway was thought to be of great value to the lands of this company, inasmuch as it would lead to a populating of the districts which are now unpeopled, and consequently, a further settlement of the company's lands. The CHAIRMAN said, that the report of the commissioner really contained all the information they had relating to the company.—Sir C. S. HUNTER, Bart., said he was very well satisfied with that communication of the commissioner. The CHAIRMAN said, the amount of 48,931*l.* 6*s.* 2*d.* of outstanding debts, arose out of the sales of land up to that day, which was represented by the

security of the lands sold. Deposit had been taken from the purchasers, and the remainder of the purchase-money, was secured upon the land, the settlers paying for the same 6 per cent. per annum interest.

Mr. CLARKE said, their land appeared to have been improved 10 per cent. on the last occasion, independently of the security, and now, those on which they held mortgages were, perhaps, improved 25 per cent.

The CHAIRMAN observed, that it was the first time they had a surplus income over expenditure. Had it not been for the amount of 250*l.* paid to the late commissioner, it would really have amounted to 2,000*l.*—The report and accounts were then adopted unanimously.

Mr. SCOTT said, that 20,000*l.* was a very large sum to be furnished by this company, and he hoped they would, therefore, look carefully where the stations were placed, for without that the railway might not be of much benefit to the company.—The CHAIRMAN replied, that there would be a station at Sherbrooke, and other places, but it was only looked to as a means of populating the lands, and not in the same light for profit as those in England. The town of Sherbrooke, which was the property of the company, would, of course, receive very great advantage from the 20,000*l.* they had granted towards the railway.—Mr. GILLESPIE said, the wish of the honourable proprietor had been anticipated by the directors, who had carefully looked to an advantageous selection of the stations.—The names of Sir John Boileau, and J. J. Cummins, Esq., were then submitted for re-election, as directors; they were elected unanimously. J. Dowie, Esq., was also elected an auditor. Mr. Bruce, and Mr. M. Calmont, were also elected directors, in the room of Mr. Robinson, retired, and Mr. Pemberton, deceased.

Mr. C. B. BALDWIN, M.P., stated, that he should propose himself for a director on the next vacancy, but on this occasion had retired on account of the other gentlemen being earlier in their application, but he would protest against the meeting being led by the circumstance of any gentleman being a large proprietor, for many a one might recently become a large proprietor, and still not have paid more than himself as a small proprietor.

Some discussion then took place as to directors always attending to their duties.—By Mr. Scott, who said he only alluded to the new directors—several proprietors having spoken of the great attention given by the late governor, and the directors generally, to the affairs of the company.

Mr. BALDWIN, M.P., moved, that it be left to the directors to repay Mr. Galt, the commissioner, his extraordinary expenses, and thought his report was highly creditable.—Mr. POYNDEY (a director) seconded the motion, which was passed unanimously.

Mr. CLARKE spoke of the great assiduity and valuable aid of the late governor, Mr. G. R. Robinson, and he hoped they would not allow that gentleman to retire from the direction without tendering him their thanks for his past services, and more particularly without expressing their regret that the state of his health should render his retirement necessary.—Mr. C. B. BALDWIN, M.P., said, that as an old friend of the late governor, he had great pleasure in seconding the motion, which was put and carried by acclamation.—The CHAIRMAN said, he felt sure that their late governor, Mr. Robinson, would have remained with them even at much personal inconvenience to himself had he not considered that their prospects were now brighter as a company. He bore a most willing testimony to the zeal and ability of their late governor, in fostering the interests of the company during its period of difficulty.

Mr. BALDWIN, M.P., then moved a vote of thanks to the chairman and directors of the company, which was seconded by Mr. CHRISTIE, and passed unanimously, when the meeting adjourned.

PILBROW'S ATMOSPHERIC RAILWAY.

This invention, which promises, in the opinion of many scientific men, when fully matured, to supersede not only the present system of atmospheric railway, but all other modes of locomotion, has, within these last few days, come before the world in at once a prominent and favourable light. Not prematurely hurried into public notice, not presented for consideration in an imperfect state, it has received advantages of which other projects, more incautiously advanced, have been almost uniformly deprived; this invention, though now completed for some months, and favoured with the approbation of the most distinguished parties in this and other countries, and though by these pronounced efficient, was wisely kept back by the patentee, till its advantages were not only generally admitted, but in a fair way of being practically applied. Failure has too often visited undertakings by their being commenced without the means of either forwarding or completing them, and schemes, valuable in themselves, have been as frequently frustrated, by care not being first taken to secure their permanence. But the invention in question has not been injured by such injudicious proceeding: it has been neither rashly promoted nor inconsiderately brought before the public: its claims were first indisputably established, subsequently more fully confirmed by the advances of influential parties, and eventually, when put beyond all dispute, as respects character and integrity, introduced to the world as important and imperative. Upwards of 250 miles, either trunk or branch, are at this moment projected, and when we consider that in the construction of these, more than 300 miles are proposed to be laid down on the atmospheric system, the importance of the invention at the present time cannot be denied: and when we further remember that it is a scheme promising vast superiority, not only over the locomotive but also the atmospheric principle, the interest attached to it as a new invention, differing from both, must be at once perceived. In a former Number we described at length its properties and relative advantages, but as the subject has since assumed a more tangible shape, we will briefly recapitulate its various details.

A tube is buried in a hollow between the rails, and beneath the sleepers of a railway, and fastened by bolts to the under side of the latter. At intervals of about thirty feet, a series of spindles, or small vertical shafts, having upon them pinions, or adhesion rollers, are placed in the propulsion tube, working horizontally on an axle, or shaft, which passes into the main and the upper portion of which passes through an aperture in the top of the box wherein the spindle is fitted; above these boxes, the same axles are made to bear rollers on wheels similar to those inside; the passages through which the shaft passes being rendered air-tight by means of a shoulder fitted to, and covering, the aperture. To the piston is attached a rack, either cogged, smooth, or threaded, but so as to correspond with the surface of the inner rollers, between which it will pass, thereby causing them to revolve, and turning, of course, at the same time the wheels outside, so that the action never ceases. A similar rack is attached to the carriages passing through the upper wheels, which being set in motion, drag it, and with it the train of carriages, on. By this simple contrivance, the continuous valve, hitherto considered unavoidable, is wholly dispensed with; the connexion between the propulsive principle within, and the carriages without, being obtained indirectly, and in a manner entirely distinct. This, of course, is the great distinguishing feature between Pilbrow's and the present atmospheric system, and certainly, it is the riddance of the great source of inconvenience, and the obviating the most prominent objections to which the whole principle was originally open.

The advantages, however, of this over the present method, are not confined to this single point: arising from it are many important circumstances which render its superiority even more apparent. In the construction, there is no discontinuance of the "main," and, consequently, no section valves, or crossing of roads. There is no necessity for bridges, for cross lines, roads, &c.: engine establishments need not be erected more frequently than one in every ten, instead of in every three miles: thus effecting a saving of twenty-three out of thirty-four engines in 100 miles. There is no necessity for the heating apparatus, nor for cranes, or elevated rails, for taking carriages on and off, nor for the main being cast thicker in the lower than at the top part. As regards safety and simplicity, the superiority is equally manifest; and as regards expense, it is evident that the saving must be considerable—the inventor names it at 3,000*l.* per mile over the present atmospheric system, and when it is remembered that that, deficient as it is, effects a saving on the locomotive principle of nearly one half the expenditure, its claims as compared with the latter, are considerably increased.

Such being the positive and relative advantages of Mr. Pilbrow's over either of the present systems of railway travelling, we do not wonder that it has met with the patronage of such distinguished persons as appear publicly to maintain its feasibility. Within the last fortnight a company has been formed, with the view of either granting licenses to railway bodies to construct lines on this new principle, or laying down a short line themselves near the metropolis, to test satisfactorily and practically its merits. The names of the patrons and provisional committee of this company are such as to stamp it with unequivocal character: its objects are good, not only in a social but a national point of view, and we shall watch with interest and anxiety the progress of an invention which bids fair to create changes in the mode of travelling, scarcely less important than those achieved by the present over the former system.

GEOLOGICAL MAP OF THE CARADON MINING DISTRICT.—Mr. Whitley, surveyor and engineer, of Truro, has recently produced a beautiful map of this district, in which are carefully distinguished the granite, slate (killas), greenstone, elvan, lodes (in gold), cross-roads, lodes with old workings on their backs, and the boundaries of mine acts. So much interest being at present attached to mining adventures in this locality, Mr. Whitley's map cannot fail meeting an extensive sale when its existence is sufficiently made known, and of proving of considerable value, not only to parties immediately concerned in the many successful undertakings described, but also to geologists and others who take an interest in the development of mineral knowledge. The map is a particularly neat production in lithograph, and the colouring reflects the highest credit on the taste of the artist.

RUSSIAN GOLD MINES.—A letter, dated St. Petersburg, March 11th, says—"A few days ago, a train of fifteen waggons arrived from the mines of Kolywan, in West Siberia, laden with 800 pounds of gold (the gold is 86lb. English), which were immediately conveyed to the Mint in the citadel."

HUNGERFORD SUSPENSION BRIDGE.—This bridge will be opened for traffic on Monday fortnight, being earlier by some days than announced in the report of the board of directors.

Mining Correspondence.

ENGLISH MINES.

NORTH HOLMBUSH MINING COMPANY.

March 24.—Since the water has been in the bottom level and engine-shaft we have kept two men coasting in search of lodes, and have discovered one about 100 fathoms north of the former, about five feet wide, with a very kindly appearance—composed chiefly of mundic, with spar and capel. The men are now employed opening on it about 100 fms. further west, and when opened on in this direction, its appearance shall be immediately reported.—T. RICHARDS.

CONSOLIDATED TRETOIL MINING COMPANY.

March 24.—The lode in the sixty fathom level, west of Henwood's shaft, is ten inches wide, producing some good ore; price for driving 77 per fathom; the lode in the sixty fathom level, west of Henwood's shaft, is one foot wide, producing good stones of ore; price for driving 64 per fathom. The lode in the fifty fathom level, east of Henwood's shaft, is eighteen inches wide, worth 32 per fathom; price for driving 55a per fathom; tribute, when set, 10s. in the 11. The lode in the forty fathom level, east of Henwood's shaft, is one foot wide, worth 24 per fathom; price for driving 32 per fathom; tribute, when set, 11s. in the 11. H. WILLIAMS. JOHN MORCOM.

CORNUBIAN MINING COMPANY.

March 24.—Chiverton lode, at the eighty-six fathom level, going west of Murray's engine-shaft, continues large, three feet wide, just of the same nature as reported last week—viz., flookan and rich stones of lead. The north lode also here is presenting a hard wall. We are passing on with Chiverton lode, and, at the same time, desuing the north lode. The lode, in the end going east at this level, is composed of flookan and mundic. The pitches, working over in the bottom of the seventy-eight fathom level, west of engine-shaft, are still looking favourable. The one working by eight men on the north lode (seventy fathom level) is yielding a tolerable quantity of pretty good work, and with encouraging appearances; the other pitches are without much alteration. We sampled, on Thursday last, thirty tons of silver-lead ores. R. ROWE.

COOK'S KITCHEN MINE.

March 22.—At North Tincroft, lode in the stope in the bottom of the sixty east and west of the shaft is three feet wide, and worth 102 per fathom. The pitch in the bottom of the fifty fathom level is rather fallen off in quality since last week. There is no alteration in the ground in the cross-cut south from flat-rod shaft, at the seventy fathom level. We have suspended the 170 fathom level east of Chapple's lode for the present, having set a pitch in the back of this level at 6s. 8d. in 20s., where we are likely to break a great deal of tin stuff, and, as one whom is pressed for work, we cannot prosecute the end to advantage. The lode in the 160 west is six feet wide, and worth 142 per fathom; ditto, 140 east, lode is three feet wide, and worth 92 per fathom. In the cross-cut north, at the ninety fathom level, we have about three feet more to drive to cut Eudey's lode, according to its present underlay. Dunkin's lode, in the 170 west, has a very promising appearance, and in favourable ground. We have a pitch working in the back of the 160, about forty fathoms further west, at 6s. 8d. for ore, where the tributaries are likely to do well. After driving about three feet west on the lode cut in the cross-cut north, at the 140, we met with a cross head, which has heaved the lode further north; we have had on it some very good work for tin, and are daily expecting to cut it again going west. We have not yet cut the lode in the cross-cut south from Rogers's shaft, at the twenty-nine fathom level. We have this day set a cross-cut to drive south from the Druid shaft, to cut the canter lode, which is about seven or eight fathoms distant—the price for driving is 22 per fathom. The tributaries are getting good wages, about twenty fathoms further east, on this lode. Our tin pitches are improved since our last, which you will see from our setting paper on Monday next. A. EUDLEY.

TRELEIGH CONSOLS MINING COMPANY.

March 21.—In the seventy, west of Good Fortune, the lode is three feet wide, with a little alteration since last week; in the seventy, east of ditto, the lode is about two feet wide, with stones of ore. In the sixty, west of ditto, the lode is two feet wide, worth 82 per fathom; in the rise, above the sixty east, no lode has been taken down. In the fifty, west of Symons's, the lode is two and a half feet wide, worth 102 per fathom. In the forty-four, west of ditto, the lode is two feet wide, kindly, but not much ore. In the thirty-four, west of ditto, the lode is two and a half feet wide, with good stones of ore. In the twenty, west of ditto, the lode is two feet wide, producing stones of ore. In the adit, west of ditto, the lode is one foot wide, but little mineral. In the fifty, west of Garden's, the lode is twenty inches wide, with stones of ore. I beg to remark that there is no alteration in any part of the mine; the water has been kept out through the week of Good Fortune; but at Christie's it is three fathoms below the seventy this morning, and we are driving the engine fast to keep it at this level. WILLIAM SYMONS.

WEST WHEEL JEWEL MINING ASSOCIATION.

March 24.—At the 100 west, on Wheel Jewel lode, we have intersected a limb of a cross-course since our last; the lode against it was small; in the rise in the 100, east of ditto, the lode is worth 64 per fathom; we have communicated this to the winze, sinking below the eighty-five, in the past week; the lode in the winze just mentioned is worth 77 per fathom. In the eighty-five, west of ditto, the lode is divided into two parts, both of which are unproductive; the lode in the rise in the back of the eighty-five, east of ditto, is worth 42 per fms; we have also communicated this to the winze, sinking below the seventy, since our last; the lode in the winze is in disordered ground. In the winze sinking below the seventy, west of ditto, the lode is eighteen inches wide, unproductive. The ground in the eighty-five cross-cut north is still favourable for driving. In the forty-two, east of Buckingham's, the lode is six inches wide, containing occasional stones of ore. In the thirty, east of Morcom's, the lode is one foot wide, composed of spar, mundic, &c. The lode in Wilkinson's engine-shaft is without alteration since our last. S. LEAK. R. JOHNS.

UNITED HILLS MINING COMPANY.

March 25.—In the eighty fathom level, eastern end, the lode is seven feet wide, 24 6in. good ore; in the western end the lode is three and a half feet wide, ore throughout, but coarse in quality. In the seventy fathom level, eastern end, the lode is two and a half feet wide, one foot on the north part ore of fair quality, a little improved since last reported; in the western end the lode is three feet wide, producing but little ore; the men that have taken the winze, to sink under this level, have been engaged cutting platt, &c., during the past week. In the sixty fathom level, eastern end, the lode is two and a half feet wide, good ore (this end is included in the pitch set at 2s. tribute); west of James's the lode is four feet wide, eighteen inches ore of average quality; the lode in the winze is three feet wide, two feet ore of good quality. In the fifty fathom level no alteration for the past week. In the thirty fathom level the lode is fourteen inches wide, six inches on the north part producing good stones of ore. In the ten fathom level the lode is one foot wide, producing but a small quantity of ore. In the forty fathom level, west of James's, the lode is three feet wide, eighteen inches good ore. At Wheel Sparrow, in the fifty fathom level, eastern end, the lode is three and a half feet wide, producing ore throughout, of a coarse quality; in the western end the lode is two and a half feet wide, producing but a small quantity of ore; the ground in the cross-cut is a little more favourable for driving than last week. In the forty fathom level, eastern end, the lode is two feet wide, unproductive for ore; in the western end the lode is two feet wide, producing some stones of ore. In the thirty fathom level the lode is two and a half feet wide, one foot on the south part producing good stones of ore. T. TREVENEN. R. WILLIAMS.

BEDFORD UNITED MINING COMPANY.

March 24.—At Wheel Marquis the seventy fathom level cross cut south has been stopped, in consequence of increased water in the fifty-eight fathom level east, and the severe frost which has prevailed for some weeks past. The present favourable change of weather has, however, materially increased our surface water, and we expect to resume driving in a day or two. The lode in the fifty-eight fathom level east is two feet wide, and worth 82 per fathom; and in this level west the lode is two feet wide, composed of spar and mundic, with good stones of ore. The lode in the winze, in the bottom of the forty-seven fathom level east, is three feet wide, and worth 152 per fathom. In the forty-seven fathom level west the lode is eighteen inches wide, producing good stones of ore. The lode in the deep adit level is eighteen ins. wide, composed of spar and mundic, with good stones of ore in places; there is no important alteration in the tribute department. At Ding-Dong the lode in Thomas's engine-shaft is two feet wide, composed of spar, mundic, and ore. There has been no lode taken down in the twelve fathom level east since last report. At Wheel Tavistock the lode in Phillips's engine-shaft is 20 ins. wide, composed of gossan and spar. At Delves's Kitchen we are still clearing the adit level.—J. PHILLIPS.

CALLINGTON MINING COMPANY.

March 20.—By Mr. Hodgson's request, I beg to hand you my report of these mines—viz., south mine: the lode in the forty fathom level, south of the shaft, is in a disordered state, by means of a small iron vein crossing the lode. In the sixty end, north from the shaft, the lode is six inches wide, producing some ore; this end is passing through a hard bar of ground, which lies between the north and south mines, where there is about fifteen fathoms more to be driven to communicate the north and south mines at this level. In the eighty fathom level the lode is one foot wide, composed of iron and very rich silver-lead ore; this end is in a most beautiful channel of ground, where the whole country is full of essence of lead and silver conductors—such indications are scarce to be seen. In the ninety end the lode is seven inches wide, composed of soft spar, iron, and lead; this is just leading into the same channel of ground as the eighty end is now in, and, from the present appearance, I have no doubt but this ninety fathom level will be a very productive level indeed. There are some very promising pitches in this mine, and, from all appearances, will make profitable returns.—At the north mine, the lode in the sixty fathom level is of much the same appearance as it is in the sixty (south mine); the ground also corresponds. In the seventy fathom level the lode is five inches wide, coarse in quality. In the eighty fathom level the lode is eight inches wide, very rich work; this end is passing through some very rich ground, where the country is full of mine-

ralised indications, which will keep the lode open and productive. I strongly recommend you to spend some money on the counter copper lode; this lode is looking very productive; all other slide courses, or what is called copper lode, I recommend you to abandon. With regard to relieving the mines from attle and work, you must force down the counthouse shaft, then increase your pickmen to about 100 more in number, and then you will be sure to realise good profits. JAMES SPRAGUE.

March 24.—In the cross-cut towards the lode, from Johnson's engine-shaft, at the 100 fathom level, the ground is hard for driving. In the ninety fathom level, driving north, the lode is worth 72 per fathom; in the south end it is worth 42 per fathom. In the eighty fathom level north the lode is worth 52 per fathom; driving south the lode is sixteen inches big, producing silver-lead ore. In the sixty fathom level we are driving through tribute ground. At the north mine, in the eighty fathom level, the ground has been soft for driving since we have cut the lode to the south of the cross-branch, and worth 202 per fathom. In the seventy fathom level south we are driving through ground that will work at a moderate tribute; driving west, on the counter lode, our prospects are very cheering; the lode continues of a regular size, three and a half feet big, with a leader of work worth half-a-ton of ore per fathom. In the sixty fathom level the lode is producing silver-lead ores. In the forty fathom level the lode is one foot big, presenting a kindly appearance. J. T. PHILLIPS.

FOREIGN MINES.

THE WEST INDIA MAIL.—The *Severn* arrived at Southampton on Saturday, bringing gold dust, valued at \$149,339, one box of pearls, \$4000, and 64 lbs. of platina.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gongo Soco, Jan. 8.—We are now doing every thing circumstances permit at Catta Preta, on the soft as well as on the hard formation. There is yet, however, one spot more in the former, which I wish to see tried, but we do not purpose commencing there until the return of dry weather shall have rendered it less difficult and expensive. I am happy to announce the safe arrival of the last parcels of stores, per *Ernst* and *Gladstair*, as also of the rope, per *Sylphidina*. The establishment at large must be thankful for the supply of prayer books, of which we have hitherto had very few—they, as well as the parcels, per *Colonist*, are safely in the agents' hands. The gold troop, under Mr. Fitzpatrick's command, left us on the 28th ult., via Ouro Preta, as the heavy rains had rendered the shorter road impassable. The remittance is contained in two boxes, and consists of 45 lbs. 7 oz. 1 dwt. 8 grs. Troy of gold dust, exclusive of the duty of 10 per cent., levied here by the Government. The Catta Preta gold is unfortunately so little, that I thought it better not to send it. I have to lament the continued poverty both of this mine and Catta Preta. I hope the opening of the western ground may give us some improvement in a week or two, but, for the present, I look for nothing important. I am happy to say that the mine is now fully drained to the bottom, and we shall be in course of pursuing our objects at the bottom of Vesey's shaft in a few days. The damages inflicted on our water-courses by the rains are sufficiently repaired to allow all the machinery to work uninterruptedly, but considerable damages yet remain to await more leisure and convenient occasions. As some little damage was done by the rain at Taboleiro, and as the river is still carrying down the former sediment, which may be worth our notice, as it is impossible to collect it whilst the stamps are at work there, we have thought it best to stop them until the rains subside, and we shall by and by resume operations on the gravel and sand thus collected. W. J. HENWOOD.

Account of Gold Workings.			
	Stamps.	Total.	
Dec. 2 to 10	11 18 0	14 21 0	0
" 11 to 20	6 14 0	7 12 0	0
" 21 to 30	4 4 0	4 5 0	0
" 31	0 3 17 0	0 3 17 0	0
Taboleiro	0 4 6 0	0 4 6 0	0
Total	22 5 13 0	26 5 13 0	0
The following has since been received:			
1845—Jan. 3 to 10	5 2 4 0	5 2 4 0	0

BRAZILIAN MINING COMPANY.

Cata Branca, Jan. 18.—The mining officers being of opinion that no good is likely to result from further sinking, I have directed preparations being made to take down all the valuable ground standing; to do so, it is necessary to first put in a strong stall at the shallow adit level, which, with other minor works, will most probably require a month or six weeks to complete. In the meantime, the sinking will be continued; and here, I must observe, that in doing so the last few days, a considerable improvement has taken place in the stone-lasting, looking at the many disappointments which we have met with, is hardly to be expected: at the same time, I consider, from the tenor of your instructions, that should the produce reach one pound of gold a day, from the Cata Branca mine, it will be my duty to continue operations as now conducted. I hope that in about two months the deep adit at the Samidouro will be completed, and so enable us to get at the better ground there; it would be a loss of labour to attempt doing so before. E. HARDING.

Gold return for twelve days—To Jan. 1 12 5 13 16 || for the year 1844 | 327 6 12 8 |
| for sixteen days—to Jan. 17 | 11 10 6 5 |

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, Dec. 28.—Up to the present moment our whole force, with the exception of a few free mine labourers and the women, have been constantly employed in repairing damages about the mine and the outworks, but principally the latter. To-day the Bananal and Christaes leats will be again in perfect order. We have not been able as yet to repair the Garden leat, though it is only one day's work, with thirty men. The last day's rain, which was on the 19th, gave the finishing touch to our disasters, and it did it in style, for it at least doubled the work we had to do. Some idea may be formed of the damage caused on the leats, when I state that it is estimated that about 6000 tons of earth and stone have been removed from the Bananal leat alone by ourselves and the rains together. There has been neither Sunday nor holiday since the 12th inst., and now the people are tired—so to-morrow and Monday they will rest. The water by the old upper leat, after many fruitless attempts, reached the pumping wheel on the 21st, since which the United Mines, which, at that date, had forty-six feet depth of water in, has been draining satisfactorily. There now remains in forty-one feet, which will constantly go on draining in a quicker ratio, as the workings contract downwards. Having thus got the outworks in order, we shall set to work again at the mine vigorously on Tuesday, with nothing to draw our attention away from it I trust; and I think we shall soon replace ourselves in our former position—as for making good our losses, that is out of the question. The actual loss on the month's workings will not be much; the absence of profit will be the greatest loss. Next month will see our profit return again. This is the most serious drawback we have ever experienced at Morro Velho, and the most serious of the kind we shall probably ever experience, for, from this time forward, there will always be two sources from which to take water for the pumping wheel, and it will be very hard if both sources of supply should fail us at the same time for any long period. From this day we shall have these two sources of supply—one by the old upper leat and the other by the Bananal. If there is any circumstance to console us, it is that no lives have been lost nor personal injury sustained, and it is, perhaps, providential that the bottoms became filled with water, for, undoubtedly, the great rock, which rolled into the mine during working hours, would have killed some people, had the absence of water allowed them to have been at their stations. As soon as the iron pipes are fixed the old upper leat will be again abandoned, and allowed to join the Bananal. From first to last I have only to speak in the highest terms of all the working members of the establishment, who, during the whole of the deluging rains, worked with alacrity and spirit; and, since the fine weather set in again, their exertions in setting things to rights, are equally deserving of praise.

Jan. 2.—The draining of the mines is proceeding very satisfactorily, and the supplies of ore are better than ten days ago we had any right to anticipate.

Morro Velho, Jan. 8.—Produce for Dec., 7008 oits.—67,335 lbs. Troy, from 1798-6 tons of ore—3-97 oits. per ton of ore. The western Cachoeira ores have this month only averaged 3-47 oits. per ton, which is a falling off from last month, when they yielded 4 oits. per ton. My letter of 28th Dec., quite sufficiently accounts for the produce being so small, yet, it is larger than I anticipated, and has left a small profit. We got the outworks all completed by the 28th Dec., and on the 31st we recommenced working in the mines. The draining of the mines has been going on satisfactorily until within the last two days, during which it has met with some checks. Until the shaft uncovers more stopes we shall not have a full supply of ores. The Bahu shaft, which was injured by the rocks which fell into the mine, is not quite repaired yet, but it will be ready by to-morrow; this will give us another drawing station, and contribute to increase the supply of ore for the stamps. Captain Verran does not speak favourably of the Gamba mine in his report; he says it looks unpromising. The United Mines, and Cachoeiras, present no new features. The chief object now in view, is opening out the remaining portion of the west Cachoeira, which I have already said, has an area of 50 (not 56) square fathoms of lode. Captain Verran expects to have this laid open in eight months from this time, and it is close to grass. In addition to the loss of time in stamping, caused by the breakages of the regos—the Lyon 80 heads were idle 34 days; during the time we might have stamped for the purpose of having the two gudgeons of the wheel changed. The mechanics are now principally occupied on a new axle for the Susannah stamps—a new mine office, and on the office of the establishment. Cost for December, rs. 21,688 \$329—2,808 17s. This cost includes nothing from England; but, on the other hand, it contains rs. 1,050 for purchase of mules, which is an extra charge.

Jan. 18.—Average number of heads working during eighteen days, 67-45. The month was begun with upwards of 200 tons of rejected ores in the hoppers, and the supply of ore has not been good, principally owing to the water being in the Bahu. About 15 feet of water are still in this mine. We

are building up two new drawing shafts in the Bahu, which will enable us to cut off two angles in the drawing of the ore to grass; this will occupy three weeks from this time, during which we shall not draw any stuff (or ore) from the Bahu. As the water is in the mine, it was thought advisable to avail ourselves of the opportunity to make these shafts. The mechanics are employed on some pump work for the Bahu, on an axle for the Susannah stamps—a new smith's shop at the mine—a new mine office—and on the office for the establishment. Water forked in east Cachoeira mine on 31st December. Water forked in Gamba mine on 8th January.

Extract from Captain Verran's Mine Report, dated Jan. 1.—We have begun to work in all parts of the mine, as far as the water will allow us to do, and in about one week from this, I hope to be sending up our usual supply of stone for the stamps; and I hope to send up more stone than we have done for some months past, as we are likely to be better supplied with boyer iron.

HOLMBUSH MINING COMPANY.

The annual general meeting of the proprietors was held at the office, Old Broad-street, on Tuesday, the 25th inst.—W. CHIFFENDALE, Esq., in the chair.—The notice convening the meeting having been read, the following report of the directors was submitted.

REPORT.

The directors of the Holmbush Mining Company, at the present annual general meeting, beg to present to the shareholders the accounts made up to the 31st Dec. last. On the subject of the state and prospects of the mine the directors refer to the report of the manager, Mr. J. H. Hitchens. Owing to the great influx of water on cutting the great cross course at the 110 fathom level in August last, it has been found necessary to erect a large engine, and your directors, having purchased an eighty inch cylinder, on favourable terms, the same is now in course of erection. This work will entail a considerable expense on the company, and the directors have applied the reserve fund to this object; which, with other resources available for the purpose, will leave a sum of somewhat more than 1000l. to be otherwise provided. In connexion with this subject, the directors have to call the attention of the shareholders to a communication that has been made to them by the authorities of the Duchy of Cornwall; and, in according to the same, they consider that an advantageous arrangement has been made for the company; in order to carry out the arrangement it will be necessary to make a call upon the shareholders. The directors re-strict, pursuant to the regulations of the Deed of Settlement, being Mr. T. Hackett and Mr. Charles Chiffendale, and the auditor retiring, Mr. J. Camps, offer themselves for re-election. In conclusion, the directors would observe that, while the event already alluded to in this report will have the effect of impeding for a time operations going on for bringing the mine into a permanently profitable condition, it by no means affects the ultimate satisfactory results expected, and which, with the expenditure now going on, may, after the lapse of some little time, be confidently looked for.

The statement of the accounts of the past year, and the report of the present state and prospects of the mine, by Mr. J. H. Hitchens, were then read.

A letter from the authorities of the Duchy of Cornwall was read to the meeting, from which it appeared that, in consideration of the great expenditure going forward in the erection of the large engine, and the company adopting some modification in the mode of working, as suggested by the surveyor of the Duchy, the dues would, for a time, be reduced to one-twentieth.—The reports and accounts having been received, the directors and auditor retiring were re-elected, and a vote of thanks passed to the directors and chairman, when the meeting separated.

MINING IN THE EASTERN DISTRICT OF CORNWALL.

WHEAL MARIA.—The returns and prospects of this mine continue to bear out the sanguine expectations of the few, at the same time that they astound the many, who were led to suppose that this was too good to last long; indeed, it may be said with truth, and the corroborative testimony of the several experienced miners who have visited the mine, as well as the agents, confirm the statement that it "never looked better." The lode in the twenty-three fathom level, east of cross-course, which has been cut within the past fortnight, is full eighteen feet big, with a fine course of ore; and in the twenty-three west, which has been driven about twenty-eight fathoms from the shaft, there is still what we do call a splendid course of ore, which is holding back contrary to all expectation—as in driving back, the workings nearer approach the surface; the gossan may be said never to have been surpassed, and it is difficult to say what may yet be realised. At fifty fathoms east of shaft another shaft has been commenced, at which point the lode is eighteen to twenty feet big, composed of gossan, with spots of ore; 600 fathoms east of this, again the lode has been cut, showing a splendid gossan, and all but ore. There can be no doubt of the lasting properties of the mine, and were it even bunched, as some would say, a few such like bunches would be hailed with joy further west.

P.S.—The sampling will not exceed 800 tons, which will take place on the 28th inst., at Morwellham; it is, however, expected the next will be at least 1000 tons. The length of ore ground gone through is something under sixty fathoms, worth, on an average, 300l. per fathom—good enough.

WHEAL FRANCO.—This mine is progressing, ninety-six tons having been sampled on the 14th, of fair average ores. It is expected the ten fathom level will be holed in a few days, and as soon as the pumps are fixed in Burnell's shaft, the monthly returns will materially increase, as the twenty fathom level ends east and west from Burnell's shaft, will be driven with all energy as soon as the mine is in fork to this depth. There is a good lode in the ten fathom level going east from Burnell's shaft, and also in the twenty east from engine-shaft, producing four to five tons to the fathom.

WHEAL ANDETON.—The influx of water in depth, or its absence at surface, has determined the manager on erecting a steam-engine; it having been fully ascertained that there is a sufficient supply at surface for condensing purposes. It was, in the first instance, proposed to work the water-wheel lately erected, so as to supply the engine from the lower levels; but on investigation, by means of levels at surface, it was clearly demonstrated that ample power could be acquired for the purposes of steam, while the difficulty, which did not occur to the mine carpenter and others employed, was not foreseen—that of obtaining a water power sufficient to turn the wheel. A further suggestion, which we understand was brought under the consideration at a late meeting of adventurers—that of putting the wheel in action by means of a power taken from the engine—was negatived without a division. The size of the engine proposed to be put up, has not yet been determined; the range being from thirty to sixty inch cylinder, as should one of the latter dimensions be obtained at an easy rate, it is intended to work the mine with double strength, and to increase the number of lodes as well as the numerical strength of miners employed. Arrangements are in course of making for the purchase of two or more second-hand shafts, with an adit of 130 fathoms to take the lode at forty-two fathoms from surface, near the deposit of lead which has not yet been discovered. It is expected that contracts will be made next setting day for building engine-house, stack, &c., as also the plan laid out for erection of smelting works against the first return of ores—the latter works are not, however, intended to be commenced for some time. A further call will be necessary to effect these objects; but it is expected that when the dividends are forthcoming, they will amply repay the adventurers.

KAKEWICK MINE, NEAR BODMIN.—This mine is, we are informed, doing well, the lode holding good, and "more than enough." R. S. T.

WHEAL NORRIS MINING COMPANY.

Sir,—I perceive, by your notice of the meeting of Wheal Norris Mining Company, held on the 7th inst., you commence the agent's report by saying, "the directors, in laying the report of their proceedings before the shareholders, &c." Now, I beg for the information of parties interested, most distinctly to state that the mine is working on the "cost-book system," and that there are no "directors" connected with the concern—it being governed entirely by a manager and purser, who receive instructions from time to time at the general meetings of the company. The idea of directors to a Cornish mine might be prejudicial to its well being, and to correct the document referred to, your insertion of this in your next Journal will oblige. JAMES B. CLYMO.

MINE ACCIDENTS.

Culder Iron-Works.—J. Thomson was killed while descending one of the pits. Harwood, Bolton.—As Thomas Lomax was clearing a large flag, one of his chisels having fallen, he was trying to regain it, when the stone broke, severely crushing his hand, from the effects of which he expired after intense suffering.

Dukinfield.—As T. Beesley was descending Mr. Hall's clay pit, the rope came off the pulley, the sudden jerk of which broke the head stocks, and precipitated him to the bottom—when brought up life was extinct.

Aberystwyth.—A melancholy accident occurred at the British Iron Company's works, through the breaking of the chain (a patent flat one) in the solid iron, owing to the action of the severe frost. Six men and three lads, who were being lowered at the time, were dashed to the bottom, and about three tons' weight of chain falling upon them; two were found dead, and the others dreadfully mangled.

South Hetton Colliery.—W. Watson & R. Nicholson were killed at these works. Loffock Pit, St. Helen's.—W. Dearden was killed by a fall of coal.

Blakeney.—J. Trembling had his thigh broken at the Hill Pits.

Blakeney Iron-Works.—R. Wheeler was killed by a fall of stone and coal.

Old Park Colliery, Wednesbury.—A short time since J. Hancock was killed at one of Messrs. Lloyd, Foster, and Co.'s pits. As the deceased and two companions were being drawn up, the engine man neglecting to stop the engine, they were forced up to the pulley, and had to hold on to the framework to save themselves—Hancock, unfortunately, seized the chain, and the skip, coming up to him, knocked him from his hold down the pit. A verdict of manslaughter was returned against the engineer, George Hughes, who, it appears, was generally considered a careful and steady man. At the trial, yesterday week, after the case had been fully and fairly entered into, the prisoner was discharged—the chief object of the prosecution being, to enforce on the knowledge of persons similarly employed, the great responsibility attached to their occupation.

COPPER MINES IN AMERICA.—The St. Louis *New Era* states that very superior copper mines have been discovered on both sides of the Merriac River in Franklin county, just above the mouth of the Indian Creek.

